THE LONDON PLAN

EXCITING. EXCEPTIONAL. CONNECTED.

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London
CANADA

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LIST OF AMENDMENTS IN THIS CONSOLIDATION

London Plan Amendment	Date In Force	By-Law Number
OPA 1	June 21, 2018	C.P.-1512(a)-205
OPA 2	March 1, 2019	C.P.-1512(b)-42
OPA 6	March 3, 2020	C.P.-1512(f)-183
OPA 7	September 4, 2019	C.P.-1512(g)-206
OPA 8	November 13, 2019	C.P.-1512(h)-208
OPA 9	September 4, 2019	C.P.-1512(i)-209
OPA 12	October 1, 2019	C.P.-1512(l)-244
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OPA 16	January 14, 2020	C.P.-1512(p)-8
OPA 17	February 29, 2020	C.P.-1512(q)-39
OPA 18	March 17, 2020	C.P.-1512(r)-54
OPA 19	July 30, 2020	C.P.-1512(s)-157
OPA 20	July 30, 2020	C.P.-1512(t)-158
OPA 21	August 21, 2020	C.P.-1512(u)-165
OPA 22	October 30, 2020	C.P.-1512(v)-206
OPA 25	October 30, 2020	C.P.1512(y)-209
OPA 28	December 11, 2020	C.P.-1512(ab)-241
OPA 29	January 11, 2021	C.P.-1512(ac)-5
OPA 30	May 28, 2021	C.P.-1512(ad)-6
OPA 31	January 14, 2021	C.P.-1512(ae)-7
OPA 32	April 27, 2021	C.P.-1512(af)-77
OPA 33	November 17, 2021	C.P.-1512(ag)-78
OPA 34	April 27, 2021	C.P.-1512(ah)-79
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OPA 39	September 8, 2021	C.P.-1512(am)-229
OPA 40	November 5, 2021	C.P.-1512(an)-326
OPA 41	November 5, 2021	C.P.-1512(ao)-327
OPA 42	November 5, 2021	C.P.-1512(ap)-328
OPA 43	November 26, 2021	C.P.-1512(ag)-352
OPA 46	November 26, 2021	C.P.-1512(at)-355
OPA 47	January 6, 2022	C.P.-1512(au)-13
OPA 48	January 6, 2022	C.P.-1512(av)-14
OPA 54	March 18, 2022	C.P.-1512(bb)-69
OPA 55	April 22, 2022	C.P.-1512(bc)-91
OPA 56	June 2, 2022	C.P.-1512(bd)-125
OPA 57	June 2, 2022	C.P.-1512(be)-126
OPA 58	June 2, 2022	C.P.-1512(bf)-127
OPA 59	January 31, 2024	C.P.-1512(bg)-142
OPA 60	January 31, 2024	C.P.-1512(bh)-143
OPA 61	January 31, 2024	C.P.-1512(bi)-144
OPA 62	January 31, 2024	C.P.-1284(wy)-140
OPA 65	August 4, 2022	C.P.-1512(bm)-202
OPA 66	August 5, 2022	C.P.-1512(bn)-203
OPA 67	September 1, 2022	C.P.1512(bo)-229
OPA 68	September 1, 2022	C.P.1512(bp)-230
OPA 70	October 7, 2022	C.P.-1512(br)-245
OPA 71	October 7, 2022	C.P.-1512(bs)-246
OPA 72	October 7, 2022	C.P.-1512(bt)-247
OPA 75	January 12, 2023	C.P.-1512(bw)-8
OPA 76	January 12, 2023	C.P.-1512(bx)-9
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OPA 80	June 16, 2023	C.P.-1512(cb)-107
OPA 81	July 6, 2023	C.P.-1512(cc)-120
OPA 82	July 6, 2023	C.P.-1512(cd)-121
OPA 83	July 27, 2023	C.P.-1512(ce)-138
OPA 84	July 27, 2023	C.P.-1512(cf)-139
OPA 85	October 4, 2023	C.P.-1512(cg)
OPA 86	October 26, 2023	C.P.-1512(ch)-266
OPA 87	February 8, 2025	C.P.-1284(vw)-136
OPA 88	November 17, 2023	C.P.-1512(cj)-287
OPA 89	March 7, 2024	C.P.-1512(ck)-288
OPA 90	December 7, 2023	C.P.-1512(cl)-297
OPA 91	December 7, 2023	C.P.-1512(cm)-298
OPA 92	December 7, 2023	C.P.-1512(cn)-299
OPA 93	December 28, 2023	C.P.-1512(co)-322
OPA 94	February 24, 2024	C.P.-1512(cp)-24
OPA 95	March 13, 2024	C.P.-1512(cq)-41
OPA 96	March 13, 2024	C.P.-1512(cr)-42
OPA 97	March 13, 2024	C.P.-1512(cs)-43
OPA 98	March 13, 2024	C.P.-1512(ct)-44
OPA 99	March 13, 2024	C.P.-1512(cu)-45
OPA 100	February 26, 2024	C.P.-1512(cv)
OPA 101	April 5, 2024	C.P.-1512(cw)-59
OPA 102	April 5, 2024	C.P.-1512(cx)-60
OPA 103	April 5, 2024	C.P.-1512(cy)-61
OPA 104	May 2, 2024	C.P.-1512(cz)-74
OPA 108	June 14, 2024	C.P.-1512(dd)-115
OPA 109	June 14, 2024	C.P.-1512(de)-116
OPA 111	July 4, 2024	C.P.-1512(dg)-139
OPA 112	July 25, 2024	C.P.-1512(di)-162
OPA 113	July 25, 2024	C.P.-1512(dj)-163
OPA 115	July 25, 2024	C.P.-1512(dl)-165
OPA 117	August 23, 2024	C.P.-1512(dn)-179
OPA 118	August 23, 2024	C.P.-1512(do)-180
OPA 119	August 23, 2024	C.P.-1512(dp)-181
OPA 120	September 27, 2024	C.P.-1512(dq)-200
OPA 121	September 27, 2024	C.P.-1512(dr)-201
OPA 122	September 27, 2024	C.P.-1512(ds)-202
OPA 123	October 24, 2024	C.P.-1512(dt)-222
OPA 124	July 25, 2025	C.P.-1512(du)-223
OPA 125	July 25, 2025	C.P.-1512(dv)-224
OPA 126	November 15, 2024	C.P.-1512(dw)-247
OPA 127	December 5, 2024	C.P.-1512(dx)-257
OPA 132	February 21, 2025	C.P.-1512(ec)-43
OPA 133	February 21, 2025	C.P.-1512(ed)-44
OPA 138	May 22, 2025	C.P.-1512(ei)-107
OPA 139	May 22, 2025	C.P.-1512(ej)-117
OPA 140	June 13, 2025	C.P.-1512(ek)-126
OPA 141	June 13, 2025	C.P.-1512(el)-127
OPA 143	July 3, 2025	C.P.-1512(en)-147
OPA 144	July 24, 2025	C.P.-1512(eo)-203
OPA 145	July 24, 2025	C.P.-1512(ep)-204
OPA 146	July 24, 2025	C.P.-1512(eq)-205

OUR CHALLENGE

RETHINKING LONDON

1_ Throughout our history, Londoners have responded to challenges with key decisions that have shaped our community into what it is today. How can we all prosper? How can we attain an exceptional quality of life? How should we grow? Where will new investment come from? How can we protect what is most important to us? How should we expend our resources?

2_ London is on the cusp of a new chapter in its history where these and many more questions are again being confronted by its residents. For two years, thousands of Londoners participated in the ReThink London process - a widespread community discussion which, at its core, focused on the fundamental question "what kind of city do we want to live in 20 years from now?"

3_ With dozens of alternative ways to participate in this process, Londoners of all ages and lifestyles attended over 100 ReThink London events, responded to surveys, chatted on social media, provided their opinions and engaged their families, friends, work colleagues, and fellow residents in this city-building discussion. In doing so, Londoners collectively developed a vision for their future – one that they aspire to achieve by the year 2035.

4_ This Official Plan - *The London Plan* – emerged from this community conversation to set new goals and priorities and to shape the growth, preservation, and evolution of our city over the next 20 years.

PLANNING FOR CHANGE AND OUR CHALLENGES AHEAD

5_ Londoners made it clear that the way we plan our city for the future must change. The last plan set by City Council in 1989 has served us well, but it is now time to create a Plan that responds to London's new and changing context. *The London Plan* is designed to address and plan for the new challenges we face.

77,000 NET NEW PEOPLE

6_ London's population will increase substantially over the next 20 years. We forecast that our city's population will grow by over 77,000 people and our employment will grow by 43,000 net new jobs between 2015 and 2035. It is possible that growth could be higher if London is able to exceed our forecasts of net migration. Where will these people come from and what opportunities will they generate? How will these new jobs be created? With this growth, what kind of housing will we need to accommodate all Londoners?

MANAGING THE COSTS OF GROWTH

7_ A very compact form of growth could save billions of dollars in infrastructure costs and tens of millions of dollars in annual operating costs compared with a highly spread-out form of the same growth over the next 50 years. Meanwhile, a compact city would reduce energy consumption, decrease air emissions, allow for quality mobility choices and significantly reduce our consumption of prime agricultural lands. While neither of these models reflect London's recent growth pattern, they emphasize that there's a lot at stake in the way we plan for growth over the next 20 years.

A GROWING SENIORS POPULATION

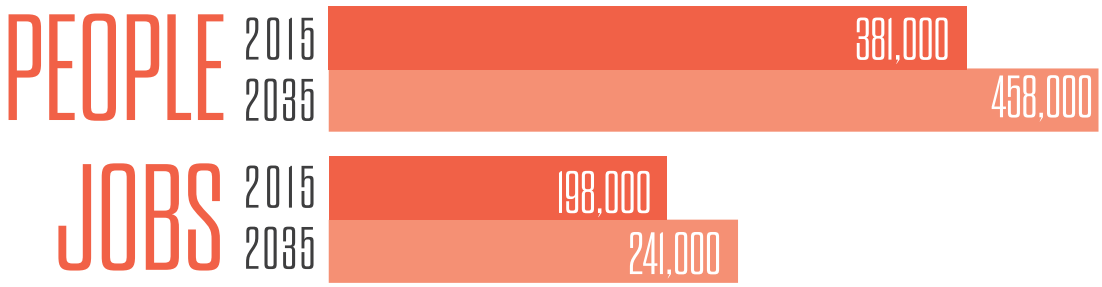
8_ As the "Baby Boom" generation enters into retirement, their collective impact will be pronounced. In 1996, 20% of the population, or 1-in-5 Londoners, were aged 55+. This number rose to 1-in-4 by 2011 and we forecast that 1-in-3 Londoners will be 55 years old or more by 2035. How can we build an age-friendly city that allows people of all ages and abilities to experience health, wellness and an exceptional quality of life?

PREFERENCES OF THE MILLENNIALS

9_ A new age cohort is also having a major impact on cities across North America – the "Millennials" who were generally born between 1980 and 2000. Within North America, this age group is similar in size or larger than the "Baby Boomers". The demographic is known for being less automobile focused, environmentally conscious, more likely to seek out highly urban environments, and for placing a high premium on "staying connected" through their social behaviours and the use of technology. Their interests and demands will likely be much different than those that we have become accustomed to in association with the "Baby Boom" cohort. Recognizing the emergence of this segment, how will we build a city that provides this large population with the amenities they are looking for, allowing us to attract and retain them in London?

GROWING DIVERSITY

10_ About one-in-five Londoners are "new Canadians" and London's population speaks about 100 different languages combined. The composition of those immigrating to London is changing, with more new Canadians coming from Colombia, China, South Korea, Iraq and India. This make-up will undoubtedly continue



to evolve over the next 20 years as London becomes more diverse and provides a more attractive landing place for new Canadians. In turn, this will add a new energy to our city, new cultural opportunities, and a new sense of international connectivity. What are the needs of our new Canadians and how can we accommodate those needs, welcome them, and enhance diversity in the way we build and create our city of 2035?

THE CRITICAL IMPORTANCE OF TRANSPORTATION

11_ Through the ReThink London process, Londoners told us repeatedly that transportation is a critical issue that must be addressed in our future. From high speed rail, connecting us to cities across Ontario, to rapid transit within our borders, Londoners are craving new ways to connect. Transit ridership in London has grown by 85% from 12.4 million in 1996 to 22.8 million in 2011. The London Transit Commission anticipates further growth of almost 50% to 33 million riders by 2024.

12_ Our most recent *Transportation Master Plan* showed us that we can't afford to resolve our growing transportation needs by focusing on adding and widening roads. Rather, we need to build our city to offer real and attractive alternatives to the car, such as walking, cycling, and transit. How can we best plan for a city that will truly support rapid transit, making it viable, cost-efficient and an attractive choice for mobility?

NEW DEMANDS FOR URBAN LIVING

13_ We know that public attitudes and expectations are evolving in favour of cities that offer quality urban neighbourhoods and business areas. A study by the Urban Land Institute and PricewaterhouseCoopers entitled, *Canadian Edition: Emerging Trends in Real Estate 2014* stated that "…the population has clearly shown a desire to move back to the urban core". How can we best continue to regenerate our urban areas and build residential environments within our downtown and its surrounding urban neighbourhoods?

ECONOMIC RESTRUCTURING

14_ London's economy has experienced a series of challenges over the past 20 years. Low-cost offshore manufacturing, fluctuations in the value of the Canadian dollar, changing labour policies in the United States, fundamental changes in the international business models of long-standing London employers, rising energy costs in Ontario, and restructuring in the North American auto industry have all had major impacts on London's manufacturing sector. Meanwhile, London has faced further challenges as the Finance, Insurance and Real Estate industry has consolidated, and public funding to health care, education and government services has moderated. ReThink London discussions often focused on finding creative ways to revitalize these traditional economic sectors for London, while also exploring new economic opportunities where London has, or may develop, a competitive advantage.

INFRASTRUCTURE GAP

15_ In 2013 the City's *State of Infrastructure Report* evaluated London's $10.9 billion worth of core infrastructure under direct City ownership and control. The report estimated that the City has a current infrastructure funding gap of $52 million that could grow exponentially if not managed. Infrastructure is critical to supporting our plans for growing our economy, supporting intensification and protecting our economy. Londoners want a high quality of life and recognize the risk of degrading infrastructure. How can we manage and invest in our existing infrastructure so that it is sustainable over the long term? Is it possible to utilize these services more effectively through infill and intensification, innovative funding, conservation techniques, and the creative use of our infrastructure?

Did You Know?

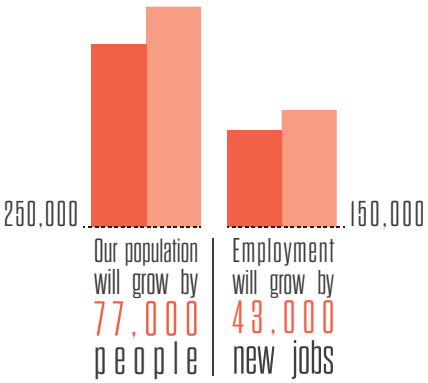
More than 60% of Londoners live ALONE or with only ONE other person.

1 IN 3 Londoners are MILLENNIALS: born between 1980 and 2000

Transit Ridership in London has grown by 84%

1996
12.4 million rides

2011
22.8 million rides


By 2035...
250,000
150,000
Our population will grow by 77,000 people
Employment will grow by 43,000 new jobs
1 IN 3 Londoners will be 55 or older
Approximately 1 in 3 people in the labour force will be FOREIGN-BORN
115,000 people will live within a 10 minute walk of London's proposed Rapid Transit lines
84,000 people will work within 10 minutes of the Rapid Transit lines
1990
3,250,000
3,040,000
Greenhouse Gas emissions need to be reduced by 1,330,000 (tonnes/year)
1,710,000
2014
2035

AFFORDABILITY CHALLENGES

16_ London is one of Canada's most affordable mid-sized cities. However, housing prices have risen sharply over the past decade and there remains a pressing need to develop affordable housing for those Londoners who need it the most. Average market rent is out of reach for people earning minimum wage or receiving social assistance. Forty-five percent of tenant households spend 30% or more of their gross monthly income on rent. In 2013, the average rent for a bachelor apartment in London was $582, which is equal to 96% of the Ontario Works cheque for a single adult. Low income and poverty, often affecting children, is a problem that London must face as we build our city of 2035. How will we ensure that housing is affordable for all Londoners and how will we build a city that provides everyone the opportunity to experience prosperity and wellness on their own terms?

PROTECTING OUR FARMLAND

17_ London has some of Canada's best farmland within its municipal boundary. Only 5% of the Canadian land mass is classified as prime agricultural land. Almost 80% of the land outside of our Urban Growth Boundary is rated as prime agricultural land. It is a precious commodity that may become even more critical in the future if energy prices rise dramatically and the cost of importing food goes up. How can we protect our agricultural resources for the long term, and build on our strength as an agricultural hub and agri-food industrial hub?

CLIMATE CHANGE

18_ Climate change is considered by many to be the world's biggest challenge in the coming century. The evidence is clear that London's weather is changing. We can expect that there will be more frequent snow squalls, more extreme flooding events, and warmer summer temperatures. Adapting to a changing climate requires taking action to protect our natural, built, and social environments. How can we plan our city to mitigate our impacts on climate change and to reduce the negative impacts expected from extreme weather conditions? What strategies do we need to develop to achieve greater resiliency, safety, and well-being?

CITY BUILDING FOR ECONOMIC GROWTH AND PROSPERITY

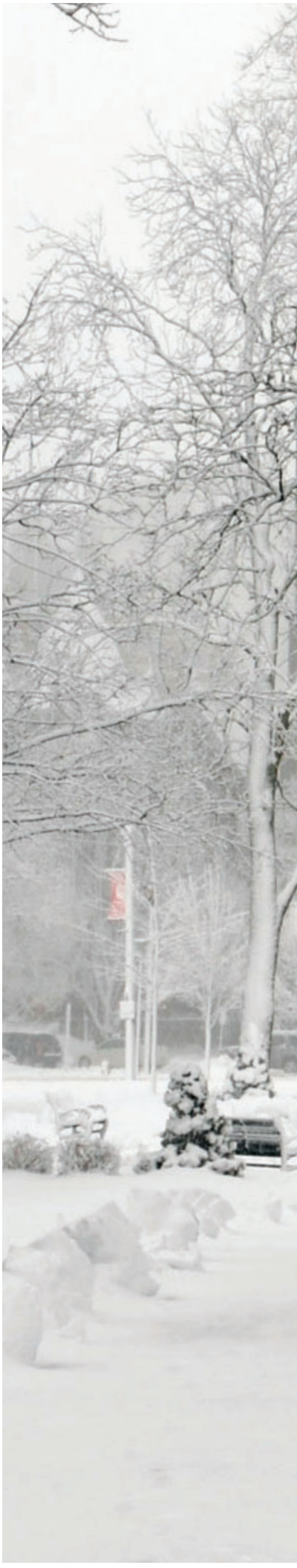
19_ A prevailing message that emerged during the ReThink London process centered on economic growth and prosperity. All Londoners want our city to be prosperous so that it can offer opportunity, employment, quality of life, and wellness.

20_ The way we build our city over the next 20 years will have a direct impact on our prosperity as a community. If London is widely perceived as a desirable city to live in, it will attract and retain a top quality labour force. And, with this attraction, London will have an advantage in drawing and retaining entrepreneurs, knowledge-based industries, businesses of all sizes, and investment in general. In short, the way we build our city will have an impact on our ability to attract investment and should serve as a major platform for any economic development strategy in the future.

21_ Recognizing this, it is important that we build our London with an exceptional downtown, vibrant urban areas, outstanding neighbourhoods, attractive park spaces and natural areas, exciting recreational, entertainment and cultural opportunities, and a quality transit service connecting all of these amenities. Our London needs to provide prosperity for all of its residents, offering affordability, reliable infrastructure, safety, and housing to meet everyone's needs. If we can achieve these goals over the next 20 years, London will offer a quality of life and opportunity that will attract people from around the globe.

22_ It is also important to build our city so that it offers the foundations for a strong economy and commerce including reliable, efficient and smart forms of infrastructure, easy access to major markets for the movement of information, goods and services, growth and development opportunities for businesses and industries of all types, support for our agricultural hinterland, a strong educational infrastructure, outstanding health care, affordable energy, and an assortment of opportunities for innovation and creativity. Long-term job growth and economic prosperity are absolutely fundamental to the success of *The London Plan*.

23_ Many Londoners told us that prosperity, to them, means more than just financial security. Rather, it includes a broader perspective of health and wellness. There was much conversation on this topic through the ReThink London process, with the notion of healthy cities at the forefront. What role does our city play in shaping our own personal health and wellness? Londoners urged us to consider the importance of such things as high-quality infrastructure, great neighbourhoods, active mobility, affordable housing, a healthy natural environment and ecosystem, recreational opportunities, health care services, age-friendly and universally accessible public facilities, cleaning of contaminated lands and water, and air quality in shaping the healthy city they aspire to live in.



THINKING LONG TERM – 2035

24_ *The London Plan* is focused on our future. What exists "on the ground" today is not necessarily what we are planning for tomorrow. *The London Plan* is based on a planning horizon of 2035. The Plan will be considered for an update within its first ten years and every five years thereafter as we monitor our progress and evaluate our successes. It is also expected that an entirely new plan will be required in 2035 to respond to London's new context, challenges, and opportunities at that time.

CHANGING THE PLAN WITHOUT LOSING THE VISION

25_ It should be clear that any long-term plan needs to be monitored and modified over time so that it remains responsive to changes and opportunities that arise. A long-term plan of this scope cannot possibly contemplate how each property within all parts of the city may develop. For these reasons, it is expected that this Plan will change over time through three primary initiatives:

1. City-initiated reviews of the Official Plan, as required under the *Planning Act*.
2. City-initiated official plan amendments through processes such as secondary plans or subject-based policy reviews.
3. Privately, or municipally, initiated official plan amendments that will most commonly relate to an individual site or series of properties.

26_ While changes may be made to the Plan, any such changes shall be consistent with the policy framework that has been established to evaluate such proposals for change, the *Provincial Policy Statement* and provincial legislation. It is important to recognize that the Plan may be modified over time, but it is equally as important to ensure that such change does not undermine the purpose and intent of the policy framework of this Plan. *(OPA 21)*

REALIZING THE PLAN

27_ A plan of this size and scope will take time to be realized. The Plan will continue in place through changes in civic and community leadership. While it is anticipated that the Plan's vision will remain firm until the next plan is prepared in 2035, the policies of *The London Plan* will be monitored and adjusted over time to adapt to a changing context. A monitoring program will be developed to establish key performance measures to track progress every other year.

28_ In order for this Plan's vision to be fully achieved, the broad community - including our development industry, our institutions, our non-profit groups and social agencies, our business communities, our neighbourhoods, and our special interest groups - must have a sense of ownership of the Plan and participate in its implementation. Future generations will be deeply affected by the decisions we make over the next 20 years and it is important that we consider those future Londoners in all of the planning that we do.

29_ Our investment in public projects, the strategies we set, the infrastructure we construct, and the development that occurs will shape our city over the next 20 years and beyond. This Plan focuses on our vision for London in 2035, so that the decisions we make as a community will collectively move us toward the future we envision - a truly exciting, exceptional and connected London.

HOW TO USE THE LONDON PLAN

LEGISLATIVE BASIS OF THE LONDON PLAN

30_ *The London Plan* constitutes the Official Plan (the Plan) for the City of London, prepared and enacted under the authority of the provisions of Part III of the *Planning Act*, R.S.O. 1990, c. P. 13. It contains goals, objectives, and policies established primarily to manage and direct physical change and the effects on the social, economic, and natural environment of the city.

31_ *The London Plan* has regard for matters of provincial interest and is designed to be consistent with the *Provincial Policy Statement*, 2014. Provincial interests and policies have been supported and integrated throughout the Plan.

32_ In accordance with Section 24 of the *Planning Act*, R.S.O. 1990, c. P. 13, no public work shall be undertaken and no by-law shall be passed for any purpose that does not conform with this Plan. While not limited to the following, some examples of municipal initiatives and actions that must conform with the Official Plan include:

1. Approvals of planning and development applications such as official plan amendments, zoning by-law amendments, plans of subdivision, plans of condominium, site plans, consents to sever, and minor variances.
2. The planning and construction of municipal infrastructure such as streets, transit infrastructure, sewers, stormwater management ponds, and water services.
3. Protection and stewardship of the environment, including approvals under a Municipal Class Environmental Assessment.
4. The planning and construction of parks and public facilities.
5. Housing programs and projects.
6. Financial plans and budgets.

33_ In implementing *The London Plan* City Council may consider the requirements of other relevant legislation including, but not limited to, the *Municipal Act*, the *Environment Assessment Act*, the *Ontario Water Resources Act*, the *Environmental Protection Act*, the *Ontario Heritage Act*, the *Public Transportation and Highway Improvement Act*, the *Endangered Species Act,* the *Conservation Authorities Act* and other relevant legislation having a bearing on land use planning and related matters.

FORMAT OF THE LONDON PLAN

34_ *The London Plan* has been written to reflect that it "belongs to" all Londoners and to instill a sense of ownership and personal stake in the implementation of the Plan. While *The London Plan* belongs to all Londoners, its implementation is the responsibility of City Council.

35_ All of the text within this Plan will be considered part of the Official Plan.

36_ *The London Plan* is more than a set of individual policies – no policy stands on its own. The Plan is to be read in its entirety and the relevant policies are to be applied to each situation.

37_ Maps, tables, lists, and numbered figures shall also be considered part of this Plan. Photographs and non-numbered illustrations are not part of this Plan, but are intended to provide for an aesthetic quality and ease of reading for all those who may wish to read it.

38_ *The London Plan* is offered in a companion AODA-compliant format. Within this companion format, all photographs that are not considered Official Plan policy have been removed, while all text, maps, and numbered graphics that are Official Plan policy have been included.

39_ Some policies within *The London Plan* make use of lists. Where lists are used to establish criteria that are to be met by a policy, all of the items on that list are to be met unless otherwise stated by the policy.

40_ A Glossary of Terms has been included in the Our Tools part of this Plan and is Official Plan policy. This glossary will help the reader to interpret the policies of the Plan. Defined terms in the Glossary section are intended to capture both singular and plural forms of these terms.

INTERPRETATION OF THE LONDON PLAN

41_ City Council is responsible for making decisions that conform to this Plan and that are consistent with the *Provincial Policy Statement*.

42_ Policies in this Plan that use the words "will" or "shall" express a mandatory course of action. Where the word "should" is used, suitable alternative approaches to meet the intent of the policy may be considered.

43_ It is intended that the policies of this Plan will allow for a reasonable amount of flexibility through interpretation, provided that such interpretation represents good planning and is consistent with the policies of this Plan and the *Provincial Policy Statement*. In instances where interpretation is needed, the following policies will apply:

1. The boundaries between place types as shown on Map 1 – Place Types, of this Plan, are not intended to be rigid, except where they coincide with physical features (such as streets, railways, rivers or streams). The exact determination of boundaries that do not coincide with physical features will be interpreted by City Council. Council may permit minor departures from such boundaries, through interpretation, if it is of the opinion that the intent of the Plan is maintained and that the departure is advisable and reasonable. Where boundaries between place types do coincide with physical features, any departure from the boundary will require an amendment to the Plan.

2. The identification of the natural hazard lands including riverine flooding and erosion hazards, as shown on Map 6 of this Plan, is not intended to be a precise delineation. The interpretation of the regulated natural hazard lands and the mapping of these features will be approved by City Council, in collaboration with the conservation authority having jurisdiction. Natural hazard lands are further identified on Map 6 as Conservation Authority Regulation Limit. The actual regulated area may differ from the area shown on Map 6, as determined from time to time by the conservation authority having jurisdiction. *(OPA 111)*

3. The identification of natural features and areas as shown on Map 5 of this Plan is not intended to be a precise delineation. The identification and delineation of provincially significant wetlands and Areas of Natural and Scientific Interest is the responsibility of the Province. These features are more accurately shown on mapping available from the Province. The identified lands may differ from the area shown on Map 5, as determined from time to time by the Province.

4. Minor deviations from numerical requirements in the Plan may be permitted by City Council without an amendment to this Plan, provided that the general intent of the Plan is maintained.

5. Where lists or examples of permitted uses are provided in the policies related to place types, they are intended to indicate the possible range and types of uses to be considered. Specific uses which are not listed in the Plan, but which are considered by City Council to be similar in nature to the listed uses and to conform with the general intent and objectives of the applicable place type, may be recognized as permitted uses in the *Zoning By-law*.

44_ None of the objectives or policies of this Plan are intended to formally commit City Council to provide funding for their implementation. Funding decisions to implement the Plan will be made by Council on a case-by-case basis through appropriate budget processes.

45_ *The London Plan* is a 20-year plan that sets out the vision, principles, priorities, strategies, policies and directions to the year 2035. It should be recognized that the Plan is not intended to necessarily reflect the use, intensity or form of development that currently exists today, but rather is intended to plan for what is envisioned over the next 20 years. The need to update the Plan will be reviewed within the first ten years and every five years thereafter to ensure that it is in keeping with changes in the social, economic and environmental context of the city.

USES PERMITTED IN ALL PLACE TYPES

46_ Activities listed below that create or maintain infrastructure authorized under an Environmental Assessment process or works subject to the *Drainage Act*, and where it is clearly demonstrated through an Environmental Assessment under the *Environmental Assessment Act* including an environmental impact study that it is the preferred location for the infrastructure, may be permitted in all place types in all areas of the city. Small-scale sites for municipal works, operations and storage are only permitted in the Farmland Place Type subject to the policies of this Plan and the *Provincial Policy Statement*.

1. All municipal sewer, water, and drainage works.
2. Hydro-electric power facilities and transmission lines.
3. Natural gas pipelines.
4. Telecommunications works and transmission lines.
5. Public streets.
6. Railway lines.
7. Small-scale sites for municipal works operations and storage.

ORGANIZATION OF THE LONDON PLAN

47_ *The London Plan* is organized into 9 parts:

1. **Our Challenge –** This part of *The London Plan* describes the current context and challenges ahead for London. It serves as an introduction and includes the legislative basis for the Plan and a description of how to use it.

2. **Our Strategy –** This part of *The London Plan* establishes the values and vision for the Plan. It also establishes eight key directions that serve as the foundation for this Plan.

3. **Our City –** This part of *The London Plan* explains the existing and future structure of the City – the major elements that establish the physical framework of London. It also establishes our approach for growth management over the next 20 years. This part provides a foundation upon which the remainder of the Plan is built.

4. **City Building Policies –** This part of *The London Plan* establishes a range of policies that apply city-wide, relating to such subjects as mobility, parks and recreation, civic infrastructure, housing, culture, cultural heritage, smart city, green city, and food systems.

5. **Place Types –** All lands within the City are assigned a place type, and this part of *The London Plan* establishes policies that regulate the development that is permitted in each of these place types. The permitted uses, allowed intensity of development, and form requirements are established in a chapter for each place type. This part of the Plan is divided into three sub-parts: (1) City-wide Place Types (2) Urban Place Types, and (3) Rural Place Types.

6. **Environmental Policies –** This part of the Plan contains our natural heritage, natural and human-made hazards and natural resources policies. These policies provide over-arching direction for how these systems and their features will be preserved.

7. **Secondary Plans –** Some areas of the city require policies and maps that provide more detailed or specific direction than that offered by the general Plan. This part of *The London Plan* provides the framework for these secondary plans and their linkage to the general Plan. These secondary plans are adopted by City Council and constitute part of the Official Plan. Secondary plans are listed in this part and provided under separate cover.

8. **Our Tools –** A variety of tools have been afforded by the Province to municipalities to allow for official plans to be effectively implemented. This part of *The London Plan* provides a description of those tools and policies for how they will be applied.

9. **Maps –** The Official Plan maps, drawn to scale, that constitute part of *The London Plan* are under separate cover as a full-sized map set. For convenient reference, Appendix 1 to *The London Plan* provides 8.5" by 11" illustrations of these maps.

48_ These parts are separated into chapters that relate to a specific subject matter. For example, City Building Policies includes chapters such as City Design, Mobility, and Cultural Heritage.

49_ Parts and chapters include sections, sub-sections and sub-sub-sections. These sections group together policies that are related to one another. The headings for these sections use various font types and colours to identify how they are nested.

50_ Sequential numbering has been applied to each policy for easy reference. As new policies are added to the Plan by amendment, these new policies will be numbered using letters, together with the preceding policy number, to avoid the re-numbering of existing policies throughout the Plan.

OUR STRATEGY

51_ *The London Plan* has been established on a foundation of values, a clear vision and eight key directions that will guide City Council's planning and city building activities.

VALUES

52_ The following values will guide how we undertake our planning processes as a municipality:

1. **Be accountable –** The decisions City Council makes will conform with *The London Plan* and be consistent with the *Provincial Policy Statement*. Being open and transparent in its decision making will allow all Londoners to see that the values, vision, and priorities of the Plan are being adhered to in every decision City Council makes.

2. **Be collaborative –** To achieve our goals, City Council will take a collaborative approach to planning, working with stakeholders such as neighbourhoods, developers, government agencies, and members of the general public.

3. **Demonstrate leadership –** City Council will provide leadership within the community to implement *The London Plan*, providing guidance and inspiration in all of their processes and decision making.

4. **Be inclusive –** City Council will employ genuine and effective public engagement techniques to include all Londoners in planning processes. Council will consider all Londoners in the plans and decisions it makes.

5. **Be innovative –** City Council will place a high value on creativity and innovation in all the planning it does so that we can find new and effective ways to meet the challenges and opportunities that will present themselves to London over the next 20 years.

6. **Think sustainable –** Financial, social, and environmental sustainability will be an underlying consideration in all of the planning that we do.

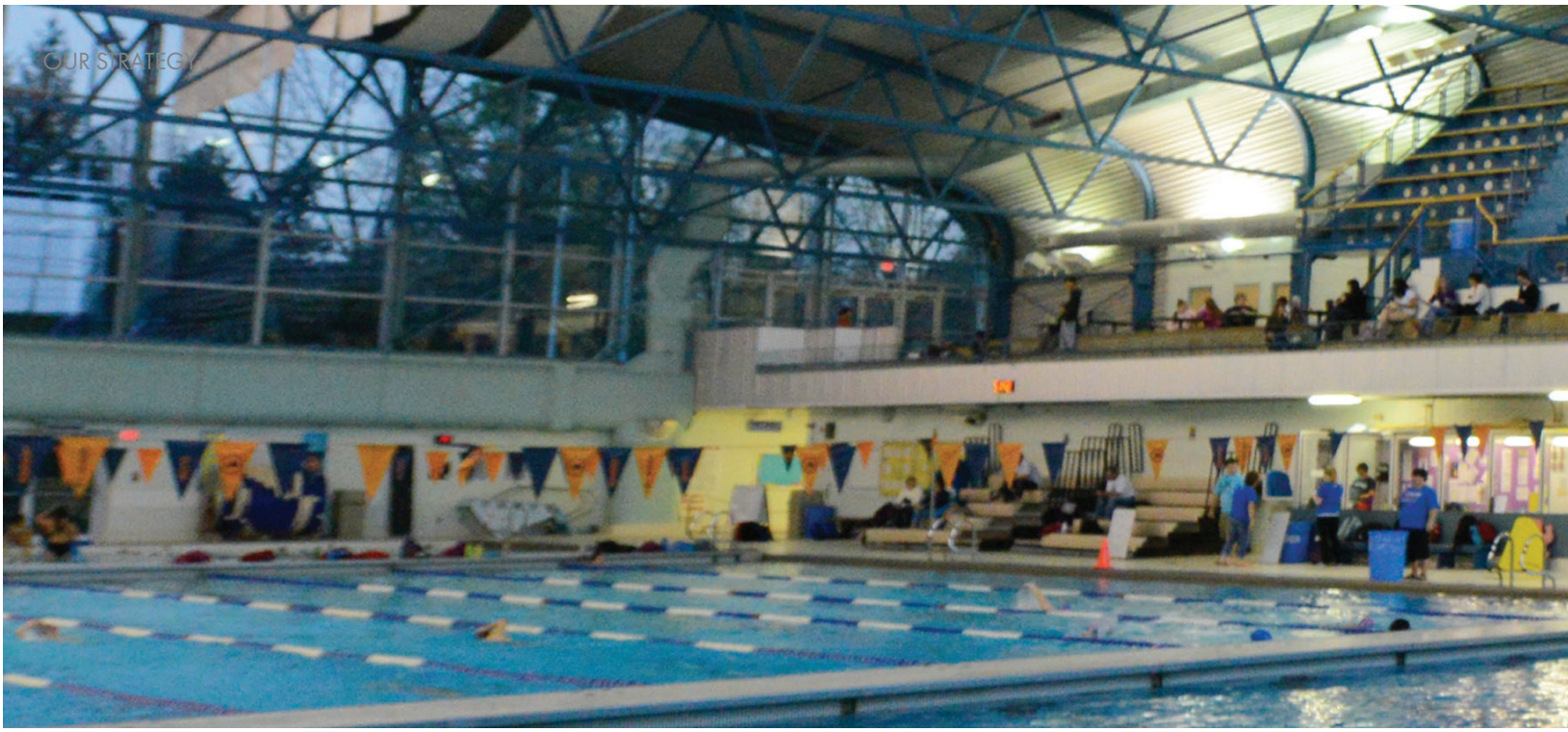
VISION

53_ Our vision will provide focus for all of our planning decisions. We should always ask ourselves whether the decisions that we are making today are propelling us toward this future vision that we've collectively established for the London of 2035. *The London Plan* vision is:

LONDON 2035: EXCITING, EXCEPTIONAL, CONNECTED

KEY DIRECTIONS

54_ To effectively achieve this vision, we will collectively need to blend our past planning successes with a new approach. What follows are the key directions that define this new approach. These directions give focus and a clear path that will lead us to the London that we have collectively envisioned for 2035. Under each key direction, a list of planning strategies is presented. These strategies serve as a foundation to the policies of this Plan and will guide our planning and development over the next 20 years.



55_ Direction #1
Plan strategically for a prosperous city

1. Plan for and promote strong and consistent growth and a vibrant business environment that offers a wide range of economic opportunities.
2. Recognize the strategic connection between building an exceptional city to live in, and our ability to compete with other cities for talent, business attraction, and investment.
3. Create a strong civic image by improving the downtown, creating and sustaining great neighbourhoods, and offering quality recreational opportunities.
4. Revitalize our urban neighbourhoods and business areas.
5. Invest in an infrastructure system that is sustainable, reliable, secure, affordable, and in compliance with regulatory criteria.
6. Establish asset management plans that will ensure that service levels are attainable and affordable over the long term.
7. Plan for, and support, our institutions with strategic investments, strong communications and information technology infrastructure, support for the knowledge-based economy and opportunities for their growth and development.
8. Create infrastructure, partnerships, and opportunities for growth of the knowledge-based economy.
9. Identify and strategically support existing and emerging industrial sectors.
10. Ensure an adequate supply of employment lands.
11. Plan for cost-efficient growth patterns that use our financial resources wisely.
12. Plan to capitalize on London's position along the NAFTA superhighway.
13. Invest in, and promote, affordable housing to revitalize neighbourhoods and ensure housing for all Londoners.
14. Protect our valuable agricultural land and build upon London's role as an agri-food industrial hub.
15. Recognize and build upon the important linkages between economy and environment.
16. Plan infrastructure for a "smart city" that offers a high quality of connectivity and London-based business advantages.

56_ Direction #2
Connect London to the surrounding region

1. Connect London to important cities across Ontario and beyond through high speed rail.
2. Ensure there are strong mobility and communication linkages to regional municipalities.
3. Enhance connections with, and invest in, the Quebec-Windsor corridor to benefit London.
4. Promote and develop regional economic development plans and strategies with partners such as the Southwest Economic Alliance.
5. Create a working relationship with neighbouring First Nations communities and explore opportunities for collaboration on common objectives.
6. Collaborate with regional partners on planning matters and potential infrastructure investments in Southwestern Ontario.
7. Collaborate with regional partners to deliver a safe supply of drinking water.
8. Protect agricultural land and support the development of the regional agri-business industry.
9. Undertake all of our planning, environmental stewardship, and infrastructure development on a watershed basis.
10. Protect and enhance our watersheds and the Thames River as the backbone of our public and ecosystem health.
11. Collaborate with partners and play a strong role in improving water quality within the greater Thames River watershed.
12. Foster eco-tourism opportunities by collaborating with our regional partners and establish inter-connected regional trail systems.

57_ Direction #3
Celebrate and support London as a culturally rich, creative, and diverse city

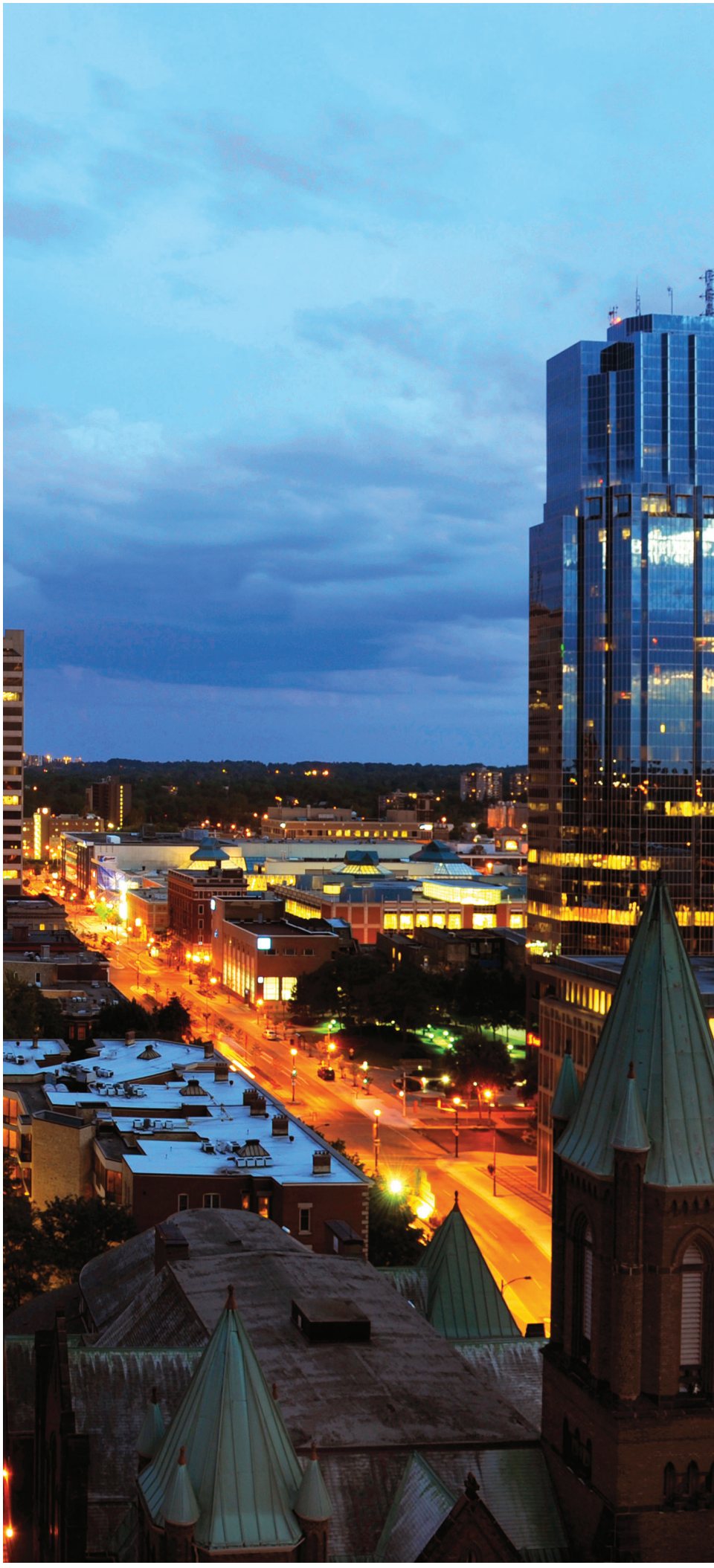
1. Consider and support new Canadians through all the planning processes that we undertake.
2. Make plans and take actions to attract and support immigrant populations.
3. Celebrate London's cultural communities and cultural assets and promote them to the world.
4. Recognize and celebrate the contributions of indigenous communities in our shared cultural heritage.
5. Use culture and creativity as a prosperity tool to attract and retain labour force and business investment.
6. Provide for public facilities, programs, and spaces that foster inclusiveness and appeal to a diverse population within our neighbourhoods.
7. Protect our built and cultural heritage to promote our unique identity and develop links to arts and eco-tourism in the London region.
8. Invest in, and promote, public art to strengthen London's distinctive identity and sense of place.
9. Revitalize London's downtown, urban main streets, and their surrounding urban neighbourhoods to serve as the hubs of London's cultural community.
10. Record and celebrate our city's history through appropriate archives facilities.
11. Develop affordable housing that attracts a diverse population to the city.

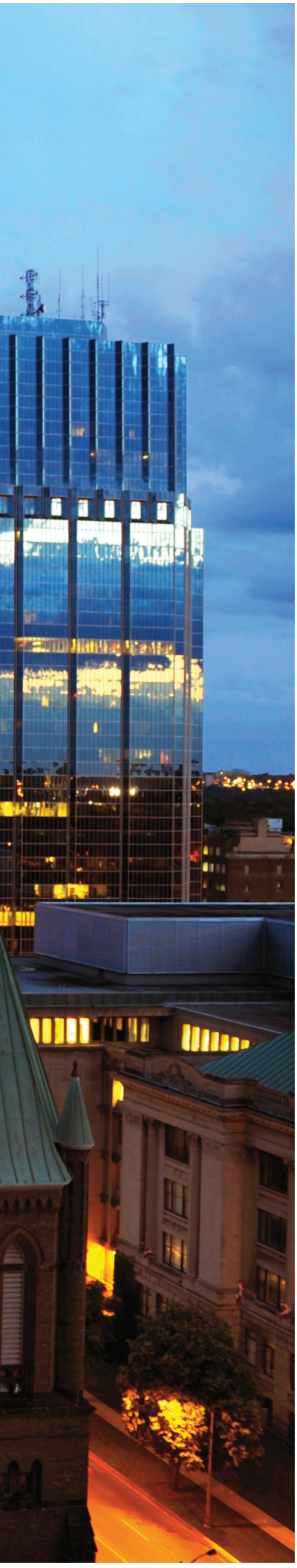
58_ Direction #4
Become one of the greenest cities in Canada

1. Develop, implement, and lead plans to take action on climate change mitigation and adaptation.
2. Use an ecosystems/watershed approach in all of our planning.
3. Protect and enhance our Thames Valley corridor and its ecosystem.
4. Protect and enhance the health of our Natural Heritage System.
5. Manage growth in ways that support green and active forms of mobility.
6. Reduce our human impact on the environment – reduce our carbon footprint as a city.
7. Practice and promote sustainable forms of development.
8. Promote green development standards such as LEED Neighbourhood Development and LEED Building Design and Construction standards.
9. Strengthen our urban forest by monitoring its condition, planting more, protecting more, and better maintaining trees and woodlands.
10. Continually expand, improve, and connect our parks resources.
11. Implement green infrastructure and low impact development strategies.
12. Minimize waste generation, maximize resource recovery, and responsibly dispose of residual waste.
13. Conserve water and energy and deliver these resources in a sustainable and affordable fashion.
14. Pursue opportunities to remediate and redevelop brownfield sites.
15. Strategically link and coordinate all of our environmental initiatives.
16. Establish London as a key pollinator sanctuary within our region.
17. Promote linkages between the environment and health, such as the role of active mobility in improving health, supporting healthy lifestyles and reducing greenhouse gases.

59_ Direction #5
Build a mixed-use compact city

1. Implement a city structure plan that focuses high-intensity, mixed-use development to strategic locations - along rapid transit corridors and within the Primary Transit Area.
2. Plan to achieve a compact, contiguous pattern of growth – looking "inward and upward".
3. Sustain, enhance, and revitalize our downtown, main streets, and urban neighbourhoods.
4. Plan for infill and intensification of various types and forms to take advantage of existing services and facilities and to reduce our need to grow outward.
5. Ensure a mix of housing types within our neighbourhoods so that they are complete and support aging in place.
6. Mix stores, restaurants, clean industry, live-work arrangements and services in ways that respect the character of neighbourhoods, while enhancing walkability and generating pedestrian activity.
7. Build quality public spaces and pedestrian environments that support walking.
8. Manage outward growth through the use of an Urban Growth Boundary and by supporting infill and intensification in meaningful ways.





60_ Direction #6

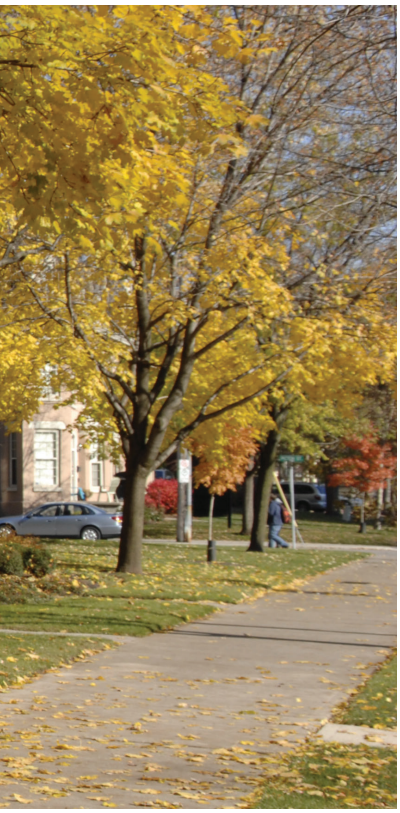
Place a new emphasis on creating attractive mobility choices

1. Create active mobility choices such as walking, cycling, and transit to support safe, affordable, and healthy communities.
2. Ensure that our mobility infrastructure is accessible and accommodates people of all abilities.
3. Establish a high-quality rapid transit system in London and strategically use it to create an incentive for development along rapid transit corridors and at transit villages and stations.
4. Link land use and transportation plans to ensure they are integrated and mutually supportive.
5. Focus intense, mixed-use development to centres that will support and be served by rapid transit integrated with walking and cycling.
6. Dependent upon context, require, promote, and encourage transit-oriented development forms.
7. Utilize a grid, or modified grid, system of streets in neighbourhoods to maximize connectivity and ease of mobility.
8. Promote, strengthen, and grow the existing commuter and recreational cycling network and promote cycling destinations within London.
9. Invest in transit and other active mobility infrastructure.
10. As opportunities arise, utilize rail corridors as mobility links for transit, cycling, and walking.
11. Plan for, and invest in, a strong network of transportation corridors that promote connection and mobility throughout the city and to the surrounding region and highways. Connect London to cities throughout Ontario and beyond through high speed rail.
12. Strengthen north-south connections from Highway 401 and explore potential collaboration with neighbouring municipalities for further connections as such opportunities may arise.
13. Provide for the safe and efficient movement of people, goods, and services through the city to keep London competitive.

61_ Direction #7

Build strong, healthy and attractive neighbourhoods for everyone

1. Plan for healthy neighbourhoods that promote active living, provide healthy housing options, offer social connectedness, afford safe environments, and supply well-distributed health services.
2. Design complete neighbourhoods by meeting the needs of people of all ages, incomes and abilities, allowing for aging in place and accessibility to amenities, facilities and services.
3. Implement "placemaking" by promoting neighbourhood design that creates safe, diverse, walkable, healthy, and connected communities, creating a sense of place and character.
4. Create social gathering places where neighbours can come together, such as urban parks and public spaces, community centres, family centres, community gardens, cafés, restaurants, and other small commercial services integrated within neighbourhoods.
5. Protect what we cherish by recognizing and enhancing our cultural identity, cultural heritage resources, neighbourhood character, and environmental features.
6. Identify, create and promote cycling destinations in London and connect these destinations to neighbourhoods through a safe cycling network.
7. Support programs that give communities the ability to improve their neighbourhoods in creative and positive ways.
8. Distribute educational, health, social, cultural, and recreational facilities and services throughout the city so that all neighbourhoods are well-served.
9. Integrate well-designed public spaces and recreational facilities into all of our neighbourhoods.
10. Integrate affordable forms of housing in all neighbourhoods and explore creative opportunities for rehabilitating our public housing resources.
11. Support neighbourhood-scale food production.
12. Support recreation and social programming which encourages interaction, cohesiveness, and community building.



62_ Direction #8
Make wise planning decisions

1. Ensure that all planning decisions and municipal projects conform with *The London Plan* and are consistent with the *Provincial Policy Statement*.
2. Plan for sustainability – balance economic, environmental, and social considerations in all planning decisions.
3. Think "big picture" and long-term when making planning decisions – consider the implications of a short-term and/or site-specific planning decision within the context of this broader view.
4. Plan so that London is resilient and adaptable to change over time.
5. Implement an ecosystem approach to planning with watersheds and subwatersheds as the foundation of our plans.
6. Plan for an affordable, sustainable system of infrastructure that will support the implementation of this Plan.
7. Align municipal budgets to the goals, objectives, and policies of this Plan so that it can be realized over time.
8. Avoid current and future land use conflicts – mitigate conflicts where they cannot be avoided.
9. Ensure new development is a good fit within the context of an existing neighbourhood.
10. Ensure health and safety is achieved in all planning processes.
11. Ensure that all the planning we do is in accordance with the *Accessibility for Ontarians with Disabilities Act*, so that all of the elements of our city are accessible for everyone.
12. Genuinely engage stakeholders and the general public in all planning processes and meaningfully use that input to inform planning decisions. Explore new ways to inform the public and make their participation in the planning process easier.

MONITORING PROGRAM

63_ It is important that our progress in meeting these eight key directions is measured and evaluated over time. Such evaluation can help the City to adjust policy, municipal approaches, priority setting, and budget allocation. The Our Tools part of this Plan provides greater detail on how The London Plan will be monitored over time.

OUR CITY

PLANNING FOR GROWTH AND CHANGE

64_ Our city is forecast to grow by more than 77,000 people and 41,000 housing units over the life of this Plan. In addition, our commercial uses, offices, institutions, and industries will all grow over the next 20 years. Our economy will expand and the number of people employed in our city will increase significantly. *(OPA 21)*

65_ The following policies are designed to encourage robust growth in London over the next 20 years and to direct this growth to strategic locations. They plan for infrastructure designed to service and support growth in a way that is sustainable from a financial, environmental, and social perspective. By acting strategically, we will encourage and support growth that is in keeping with our key directions and our overall vision for London.

66_ The following policies are intended to support a compact form of development over the next 20 years that can help us achieve our vision. These policies establish a strategy for growth management that the remainder of the Plan will build upon and implement in greater detail.

DINER

GROWTH FORECASTS

67_ Growth forecasts were prepared to the year 2035 – the 20-year planning horizon for *The London Plan*. These forecasts, shown in Tables 1 through 5, will be monitored, extended, and revised during any comprehensive review of this Plan.

TABLE 1 - POPULATION GROWTH FORECAST

	Population	5-Year Growth	5-Year Growth Rate
2015	381,300	-	-
2020	400,700	19,400	5.1%
2025	420,760	20,060	5.0%
2030	439,760	19,000	4.5%
2035	458,380	18,620	4.2%
TOTAL	-	77,080	-

TABLE 2 - HOUSING GROWTH FORECAST

	Housing Units	5-Year Growth	5-Year Growth Rate
2015	175,870	-	-
2020	187,140	11,270	6.4%
2025	197,880	10,740	5.7%
2030	207,980	10,100	5.1%
2035	217,220	9,240	4.4%
TOTAL	-	41,350	-

TABLE 3 - COMMERCIAL/RETAIL/OTHER GROWTH FORECAST

	Total Sq.ft.*	5-Year Growth (sq. ft.)	5-Year Growth Rate
2015	37,630,700	-	-
2020	37,760,700	130,000	0.9%
2025	38,500,700	740,000	2.2%
2030	39,650,700	1,150,000	3.5%
2035	40,940,700	1,290,000	4.1%
TOTAL	-	3,310,000	-

*Baseline reference year based on 2010 MPAC data

TABLE 4 - INSTITUTIONAL GROWTH FORECAST

	Total Sq.ft.*	5-Year Growth (sq. ft.)	5-Year Growth Rate
2015	24,349,430	-	-
2020	25,709,430	1,360,000	5.6%
2025	26,539,430	830,000	3.2%
2030	27,849,430	1,310,000	4.9%
2035	30,999,430	3,150,000	11.3%
TOTAL	-	6,650,000	-

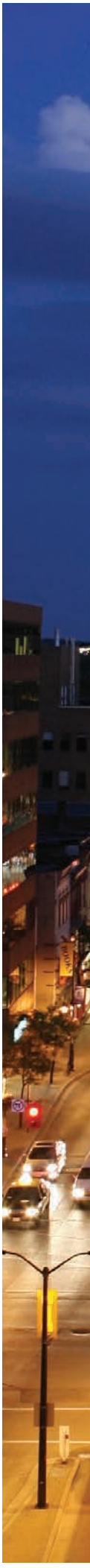
*Baseline reference year based on 2010 MPAC data

TABLE 5 - INDUSTRIAL GROWTH FORECAST

	Total Sq.ft.*	5-Year Growth (sq. ft.)	5-Year Growth Rate
2015	42,613,770	-	-
2020	44,993,770	2,380,000	5.6%
2025	47,483,770	2,490,000	5.5%
2030	50,453,770	2,970,000	6.3%
2035	54,103,770	3,650,000	7.2%
TOTAL	-	11,490,000	-

*Baseline reference year based on 2010 MPAC data

Note: Numbers are rounded to the nearest tenth.



CITY STRUCTURE PLAN

68_ The City Structure Plan consists of all the policies and figures within this section of the Plan. Figures have been drawn at a scale which reflects the intention for them to be interpreted at a high level in support of the Structure Plan policies.

69_ The City Structure Plan gives a framework for London's growth and change over the next 20 years. It will inform the other policies of this Plan by illustrating the desired future shape of our city within five frameworks:

1. The growth framework
2. The green framework
3. The mobility framework
4. The economic framework
5. The community framework

70_ All of the planning we do will be in conformity with the City Structure Plan, including such activities as investing in public facilities, designing the public realm, constructing street, sewer and water infrastructure, and developing municipal budgets. Planning and development applications will only be approved if they conform with the City Structure Plan.

THE GROWTH FRAMEWORK

71_ The Growth Framework establishes a plan for shaping growth over the next 20 years.

FIGURE 1 - URBAN GROWTH BOUNDARY

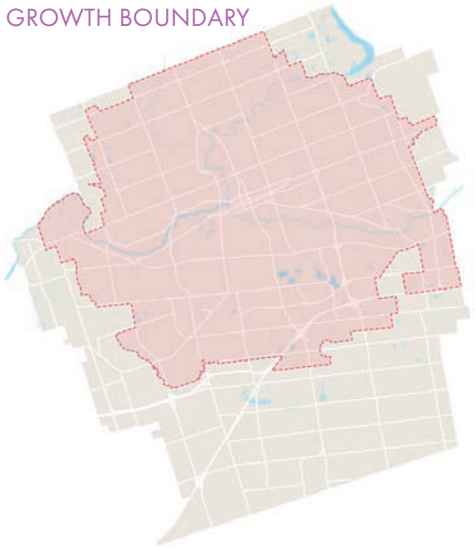


FIGURE 2 - BUILT-AREA BOUNDARY

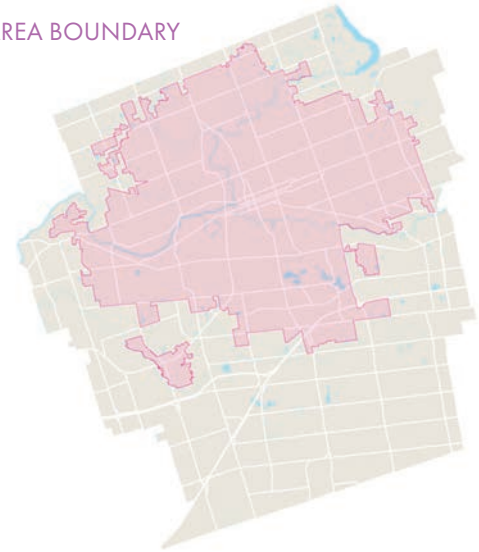


FIGURE 3 - PRIMARY TRANSIT AREA

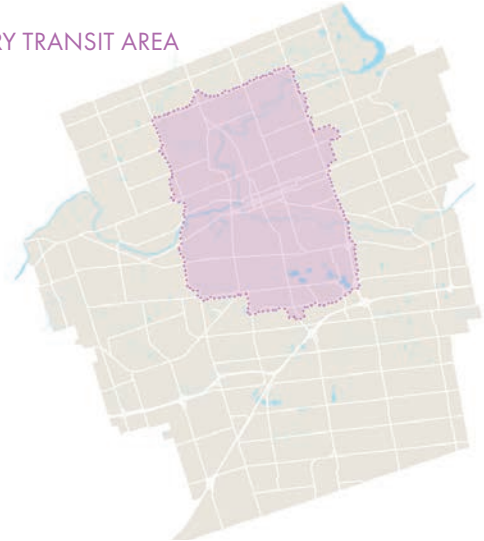


FIGURE 4 - CENTRAL LONDON

FIGURE 5 - DOWNTOWN, TRANSIT VILLAGES AND RAPID TRANSIT CORRIDORS

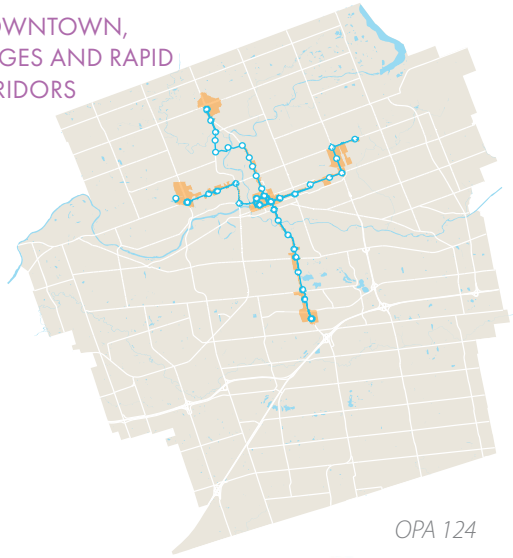


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FIGURE 6 - RURAL-URBAN INTERFACE

> URBAN GROWTH BOUNDARY

72_ Urban Place Types shall not be permitted outside of the Urban Growth Boundary, as shown on Figure 1.

73_ During every comprehensive review of this Plan, which will be conducted consistent with the *Provincial Policy Statement*, the need for expansion of the Urban Growth Boundary will be evaluated to ensure there is sufficient land available, through intensification, redevelopment, and on vacant lands, to accommodate an appropriate range and mix of employment opportunities, housing, and other land uses to meet projected needs and to satisfy market demands for up to 20 years.

74_ The Urban Growth Boundary will be expanded only if it is demonstrated through a comprehensive review that there is insufficient land supply to accommodate growth needs for up to 20 years, considering this Plan's intensification target.

75_ During a comprehensive review of *The London Plan*, which considers alternative directions for growth or development, the municipality may remove lands from the existing Urban Growth Boundary in favour of adding lands that have been determined to be better suited and more cost-effective for growth over the planning period.

76_ Where it is determined through a comprehensive review that the Urban Growth Boundary should be expanded to meet required land needs, all of the following criteria shall be used to determine the preferred locations for such expansion. Additional criteria may also be considered:

1. Servicing will be provided in a logical and financially viable way to protect public health and safety and the natural environment.
2. Costs and financial impact on the municipality will be minimized.
3. A compact pattern of growth within the existing Urban Growth Boundary will be achieved.
4. Expansion will represent a logical extension of an existing neighbourhood or will be large enough to accommodate a complete new neighbourhood.
5. The use of existing and planned infrastructure will be optimized, demonstrating a logical integration with the *Growth Management Implementation Strategy*.
6. The Province's Minimum Distance Separation requirements will be met.
7. Expansions of the Urban Growth Boundary onto prime agricultural lands will be avoided unless there are no alternatives. Where there are no alternatives to expanding onto prime agricultural land, expansion should be directed to lower class lands within the prime agricultural land category.
8. The impact of an expansion on agricultural lands and practices will be mitigated to the extent possible.
9. Expansions onto lands that comprise specialty crop will be prohibited.
10. Components of the Natural Heritage System will be protected.
11. Market demands will be considered for certain types or locations of housing, commercial and industrial uses that are not well met by the available land supply.

77_ The Environmental Review and Future Growth Place Types may be applied to lands that are added to the Urban Growth Boundary, until such time as more specific Urban Place Types are applied or a secondary plan is prepared.

78_ Applications for expansion of the Urban Growth Boundary between comprehensive official plan review periods may be supported only where there is a demonstrated need and public benefit and all other policies of this Plan relating to urban growth boundary expansion are met.

> INTENSIFICATION

79_ *The London Plan* places an emphasis on growing "inward and upward" to achieve a compact form of development. This should not be interpreted to mean that greenfield forms of development will not be permitted, but rather there will be a greater emphasis on encouraging and supporting growth within the existing built-up area of the city.

80_ Residential intensification will play a large role in achieving our goals for growing "inward and upward". Intensification will be supported, subject to the policies of this Plan, in the following forms:

1. Addition of an additional residential unit.
2. Expansion of existing buildings to accommodate greater residential intensity.
3. Adaptive re-use of existing, non-residential buildings, for residential use.
4. Infill development of vacant and underutilized lots.
5. Severance of existing lots.
6. Redevelopment, at a higher than existing density, on developed lands. *(OPA 78)*

81_ It is a target of this Plan that a minimum of 45% of all new residential development will be achieved within the Built-Area Boundary of the city, as defined by Figure 2. For the purposes of this Plan, this will be referred to as the "intensification target". The Built-Area Boundary is defined generally as the line circumscribing all lands that were substantively built out as of 2016. This boundary will be used on an on-going basis to monitor intensification and will not change over time.

82_ Progress in meeting the intensification target of this Plan will be monitored regularly.

83_ As directed by the policies of this Plan, intensification will be promoted in appropriate locations and in a way that is sensitive to existing neighbourhoods and represents a good fit. Policies within the City Building and Urban Place Type chapters of this Plan, together with the policies in the Our Tools part of this Plan dealing with planning and development applications, will provide more detailed policy guidance for appropriate forms of intensification. A guideline document may be prepared to provide further detailed direction to ensure appropriate forms of intensification.

84_ Intensification may occur in all of the Place Types that allow for residential uses.

85_ In addition to residential intensification, non-residential forms of development that represent a greater intensity of use will also be encouraged, where appropriate, within mixed-use, commercial, industrial, and institutional areas subject to the policies of this Plan.

86_ Subject to the Place Type, City Design, Our Tools and other relevant policies of this Plan, the most intense forms of development will be directed to the Downtown, Transit Villages, and at station locations along the Rapid Transit Corridors, where they can be most effective in meeting multiple objectives of this Plan.

87_ In conformity with the Civic Infrastructure policies of this Plan, infrastructure will be proactively planned, and budgeted for, to support intensification.

> PRIMARY TRANSIT AREA

88_ As illustrated in Figure 3, the Primary Transit Area is generally bounded by the following streets:

- Fanshawe Park Road to the north
- Wonderland Road to the west
- Southdale Road (west of White Oak Road) and Bradley Avenue (east of White Oak Road) to the south
- Highbury Avenue to the east

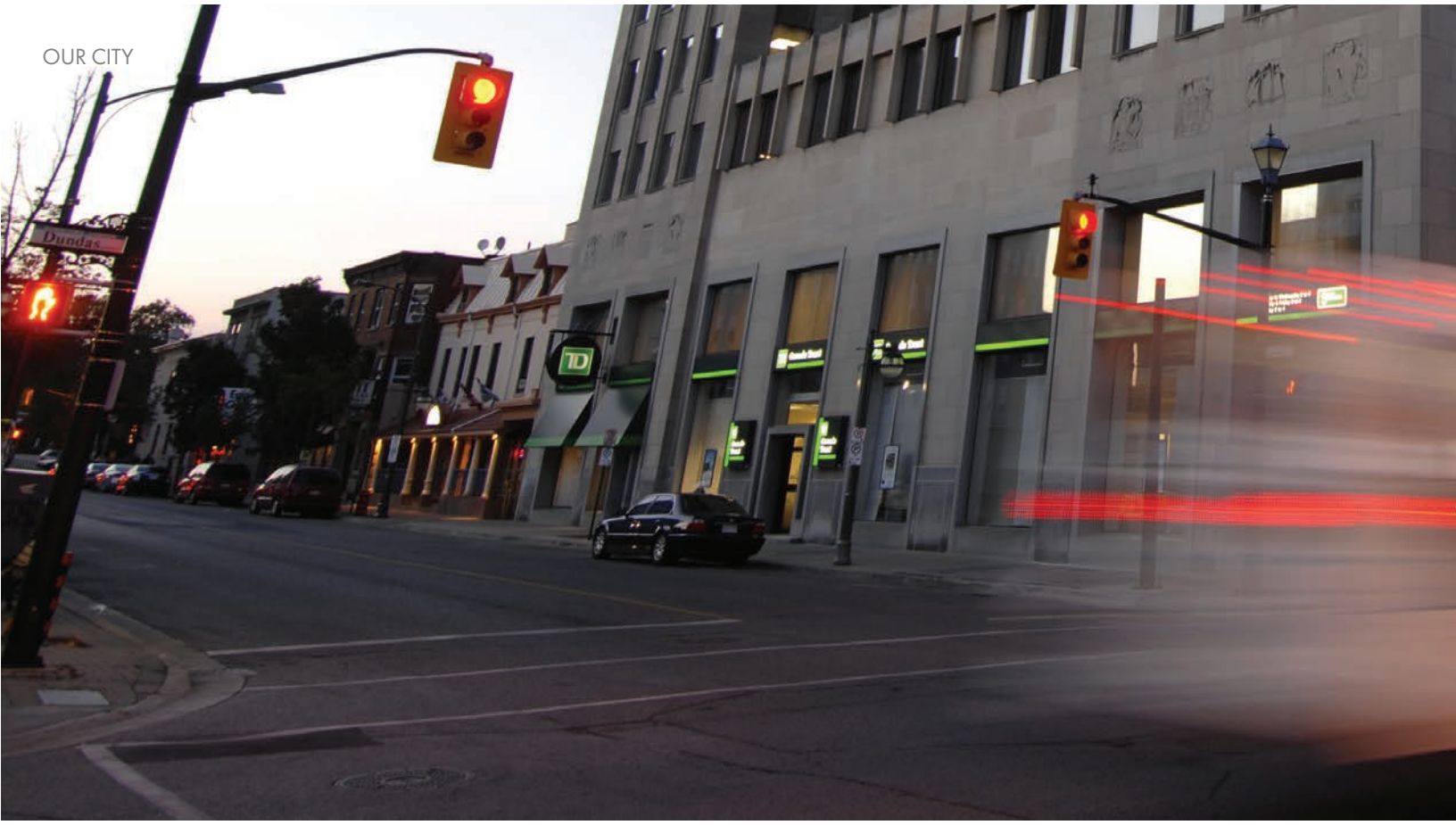
89_ Properties on both sides of each boundary street are included within this Primary Transit Area.

90_ The Primary Transit Area will be a focus of residential intensification and transit investment within London. It includes the Transit Villages and the Rapid Transit Corridors. The nature and scale of intensification will vary depending on the Place Type within the Primary Transit Area and will be a good fit within existing neighbourhoods. The Primary Transit Area will also have a heightened level of pedestrian and cycling infrastructure to service and support active mobility and strong connections within these urban neighbourhoods.

91_ Directing infill and intensification to this area is a major part of this Plan's strategy to manage growth in the city as a whole and to target 45% of all future residential growth in the Built-Area Boundary.

92_ Within the Primary Transit Area the following policies shall apply:

1. The Primary Transit Area will serve as the limit of rapid transit infrastructure to the year 2035.
2. The greatest amount of transit infrastructure investment and the highest level of transit service will be directed to the Primary Transit Area.
3. To promote intensification in the Primary Transit Area, it is an objective of this Plan that 75% of the intensification target will be in the Primary Transit Area.
4. A long-term servicing strategy will be established for the Primary Transit Area to plan, coordinate, and budget for the sanitary, stormwater, water, street, and transit infrastructure required to service planned growth within the Primary Transit Area.
5. The City Design Policies will be applied in the review of municipal projects and planning and development applications to enhance and protect residential amenity in the Primary Transit Area.
6. Municipal servicing within the Primary Transit Area will be planned to recognize the greater population density and heightened demand for services in this area and also recognizing the heightened demand for active mobility.
7. Municipal urban regeneration initiatives will be focused on neighbourhoods and business areas within the Primary Transit Area – although this will not preclude regeneration efforts outside of the Primary Transit Area.
8. Development within the Primary Transit Area should be designed to be transit-oriented and well serviced by cycling lanes and paths, sidewalks, urban public spaces, and public seating areas.
9. The supply of public parking within the Primary Transit Area will be managed to support the transit and active mobility networks.
10. Civic infrastructure and mobility projects within the Primary Transit Area will be designed to enhance active mobility and transit usage.



> CENTRAL LONDON

93_ Central London is illustrated in Figure 4 as the lands generally bounded by Oxford Street, Adelaide Street and the Thames River. Properties fronting both sides of Oxford Street and Adelaide Street are included. These lands include London's Downtown and a number of urban neighbourhoods that contain some of London's most significant cultural heritage resources.

94_ Within this area, the following policies shall apply:

1. Infill and intensification will be facilitated, promoted, and serviced within Central London subject to the policies of this Plan.

2. Where appropriate, greater heights and densities may be permitted within Central London than in other neighbourhoods subject to the Place Type policies of this Plan.

3. A high standard of urban design will be applied in the review of municipal projects and planning and development applications to enhance and protect residential amenity in Central London and to support high-quality pedestrian, cycling and transit environments.

> DOWNTOWN, TRANSIT VILLAGES AND RAPID TRANSIT CORRIDORS

95_ Figure 5 illustrates major centres that include the Downtown and Transit Villages. While the Downtown is unique and will allow for the greatest level of intensity and broadest range of uses, all of these centres are intended to allow for intense, mixed-use neighbourhoods and business areas with centrally located Rapid Transit Stations. These centres will help to make rapid transit viable in the London that is envisioned for 2035 and will also be planned with a high degree of pedestrian amenity making them great places in which to live, shop, work, and play. *(OPA 124)*

96_ Our Rapid Transit Corridors will connect the Downtown and Transit Villages along rapid transit routes. A form of rapid transit that will strongly attract and promote infill and intensification is intended for these corridors. Development along these corridors will be of an intensity that will support rapid transit ridership, without detracting from the highest intensity of development that is to be directed to the Downtown and Transit Village centres.

97_ Our Rapid Transit Corridors will help us to make active forms of mobility viable and attractive, and in doing so will help us to save energy, reduce air emissions, encourage infill and intensification, minimize outward expansion, allow for mixed-use development, and support a more resilient city that is adaptable to change. The Rapid Transit Corridors will provide positive opportunities for mid-rise and high-rise development.

97A_ The Downtown, Transit Villages, and Rapid Transit Corridors are identified as Protected Major Transit Station Areas due to their proximity to rapid transit stations, and are shown on Figure 5. The Downtown, Transit Village, and Rapid Transit Corridor Place Type chapters of this Plan provide more detailed policy direction to plan for Protected Major Transit Station Areas. *(OPA 30)*

97B_ The Downtown, Transit Villages, and Rapid Transit Corridors will, along with the Urban Corridors and Major Shopping Areas, constitute London's strategic growth areas that are planned to be the focus for higher-density intensification and will accommodate significant population and employment growth. *(OPA 124)*

98_ In conformity with the City Structure Plan the following actions will be taken:

1. Establish a world-class, mid-sized Downtown that is well connected to the rest of London, the surrounding region, and the airport and highways which connect London to the world.
2. Plan for Transit Villages that support intense forms of mixed-use development. *(OPA 124)*
3. Connect the Downtown and the Transit Villages with Rapid Transit Corridors. These corridors will also connect many of London's most major institutions – our hospitals, our university and colleges.
4. Plan for a high level of residential amenity and public service within the Downtown, Transit Villages and Rapid Transit Corridors.
5. Utilize the Transit Villages and Rapid Transit Corridors to create abundant opportunities for growth and development that can be achieved in a cost-efficient way.
6. Plan and budget for infrastructure improvements necessary to accommodate planned growth within these centres and corridors.

> RURAL-URBAN INTERFACE

99_ Figure 6 illustrates the long-term Rural-Urban Interface on lands where a Neighbourhoods Place Type abuts both the City's Urban Growth Boundary and the City's municipal boundary. It is important to manage this interface to avoid and mitigate land-use conflicts. Planning and development proposals within 300 metres of the Rural-Urban Interface shall be reviewed within the context of the following policies to mitigate the potential for such conflicts:

1. Development proposals at the Rural-Urban Interface shall utilize design measures to mitigate conflicts between urban and rural uses. These measures may include such things as subdivision layout, site layout, and the incorporation of buffers such as treed landscape strips or public pathways.

2. Development agreements to be registered on lands at the Rural-Urban Interface shall clearly identify that agricultural operations are ongoing in the area, beyond the City's municipal boundary, and that these agricultural practices may result in noise, odours, dust, and other potential nuisances resulting from normal farm practices.

THE MOBILITY FRAMEWORK

100_ The Mobility Framework establishes a high-level plan for moving people, goods and services throughout our city, to the region and beyond.

FIGURE 7 - RAPID TRANSIT

FIGURE 8 - RAIL NETWORK AND AIRPORT

FIGURE 9 - STREET NETWORK

FIGURE 10 - REGIONAL MOBILITY CONNECTIONS

> RAPID TRANSIT

101_ Figure 7 illustrates our Rapid Transit Corridors which represent the spine of London's mobility network. They connect the Downtown to neighbourhoods, institutions and other employment nodes, centres of culture and commerce, and our urban areas.

102_ A network of base transit services will be integrated with, and support, rapid transit to serve all areas of the city, with a focus on the Primary Transit Area. Where feasible, transit services will be provided to those industrial areas where high concentrations of workers are employed.

> RAIL NETWORK AND AIRPORT

103_ Figure 8 illustrates our rail network – including freight, passenger, and future high speed rail – and our international airport in London. These are important connections to the surrounding region, the Quebec-Windsor Corridor, a variety of large cities across Canada and beyond.

104_ High speed rail will be planned, facilitated, and supported to connect London to other important cities in Ontario and beyond. Our high speed rail station will be located in our Downtown, which will support a thriving core and allow for a strong integration with the hub of our rapid transit system.

105_ London will continue to be served by a strong network of rail infrastructure that will service our employment lands.

> STREET NETWORK

106_ Figure 9 illustrates important highways running through our city, including Highways 401, 402 and 4. These highways will be protected in accordance with provincial requirements and interchanges will be planned to ensure their long-term accessibility and strong connection to London.

107_ Figure 9 also illustrates the network of major streets planned for the City of London. These consist of Civic Boulevards, Urban Thoroughfares and Rural Thoroughfares, all of which are described in the Mobility chapter of this Plan and shown in more detail on Map 3 – Street Classifications. These major streets represent important mobility corridors for automobiles, transit, and active forms of mobility such as cycling and walking. They allow for Londoners to travel to their destinations and also facilitate the flow of goods and services within our city.

108_ Also important is the pathway network that exists beyond our street rights-of-way. Map 4 - Active Mobility Network shows this network that supports a variety of active forms of mobility.

109_ A city-wide cycling network will be established that provides safe and convenient access for cycling commuters and recreational cyclists.

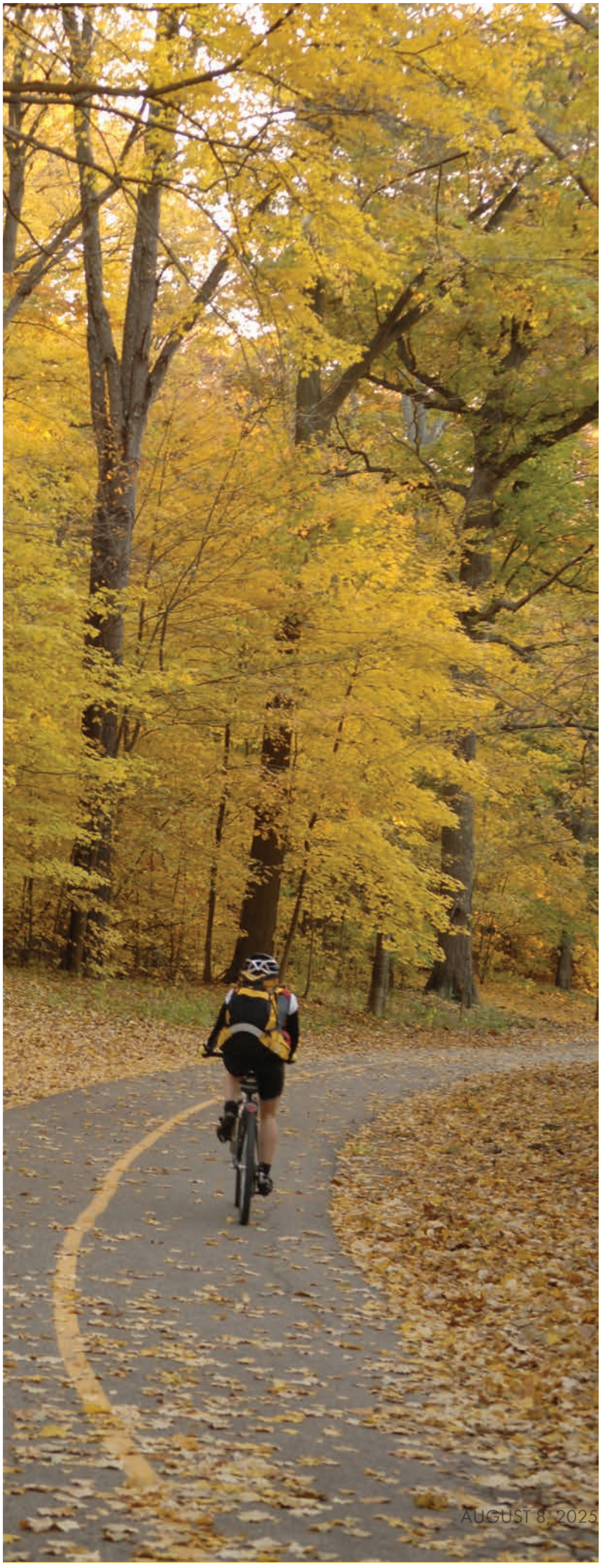
> REGIONAL MOBILITY CONNECTIONS

110_ Figure 10 illustrates important connections between London and the surrounding region. These include natural heritage connections along the Thames Valley Corridor, as well as important trails and rail connections. Key gateways into the city by street are also illustrated.

111_ The following actions shall be taken to augment these connections:

1. As opportunities arise, collaborate with nearby municipalities to coordinate the use of rail lines to create cycling and pedestrian trails linking London to surrounding areas within the region.
2. In conformity with the Environmental Policies of this Plan, protect and enhance the in-city portion of the Thames Valley Trail Association hiking trail system which spans from St. Marys to the Middlesex-Elgin line.
3. Establish in-city linkages to regional cycling routes and collaborate with nearby municipalities and the Province to create safe on-street cycling routes with widened paved shoulders throughout the region.
4. Explore opportunities for collaborating with surrounding municipalities to foster a regional rail and bus service for regular commuters.
5. Enhance important gateways into the city through such things as signage, landscaping and enhanced streetscape plantings, public art, and appropriate development forms.
6. Create convenient commuter parking facilities to support regional connections to our transit network.

112_ More detailed direction for how we will plan to move within and beyond our city is provided in the Mobility and the Parks, Recreation, and Public Facilities chapters of this Plan.



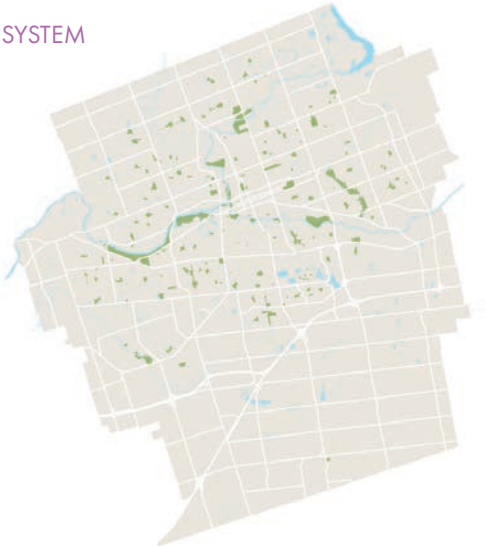
THE GREEN FRAMEWORK

113_ The Green Framework shows the green spaces within our city. It also includes the Natural Heritage System which is to be protected, enhanced and conserved.

FIGURE 11 - SUBWATERSHEDS

FIGURE 12 - THAMES VALLEY CORRIDOR

FIGURE 13 - PARK SYSTEM



> SUBWATERSHEDS

114_ Watersheds are areas of land that collect water and channel it to a specific watercourse. They can be described at various scales. London is located within the Great Lakes Basin, which is made up of multiple watersheds associated with a number of river networks. Our city is split between two of those watersheds – the Thames River and the Kettle Creek watersheds. Our urban area is located exclusively within the Upper Thames watershed which is further subdivided into 17 individual subwatersheds that surround our local creeks and streams, as shown on Figure 11. Each subwatershed can be further understood by looking at the stormwater drainage system – the infrastructure that drains stormwater from homes and businesses to the Thames River system.

115_ Subwatershed planning, initiated in London in 1996, will continue to form the basis for environmental targets and goals through *The London Plan*. Subwatershed Plans will be updated periodically to assist with the evolution of these targets and goals in both urban and rural areas of the city. Subwatershed Plans remain the best method of incorporating an ecosystem approach into land-use planning as they incorporate the human environment, the physical environment, and the living natural environment components (termed the ABC's, or the abiotic, biotic, and cultural). The update of these Plans will also serve as a method of incorporating climate change adaptation approaches impacting natural heritage features and functions on an ecosystem basis.

116_ As we plan, manage and conserve our natural heritage within the context of these subwatersheds we will:

1. Prepare and periodically update Subwatershed Studies to determine the conditions and needs of each subwatershed from the perspective of terrestrial resources, stream morphology, aquatic resources, flooding, groundwater, and water quality, and prepare action plans accordingly.
2. Protect, enhance, and restore the watershed ecosystem through environmentally sound strategies.
3. Manage our subwatersheds, identifying constraints, development criteria, conservation and management practices, and special projects and programs.
4. Improve the quality of our river water though a multi-faceted approach that includes water conservation, infrastructure improvements, and stewardship efforts.
5. Collaborate with the Upper Thames River, Lower Thames Valley and Kettle Creek Conservation Authorities to participate in watershed projects and initiatives, and to plan for and manage subwatersheds.
6. Undertake Environmental Assessment processes, as required under the *Environmental Assessment Act*, to ensure that a sustainable approach is taken for the development of all associated civic infrastructure within our subwatersheds.

117_ The Natural Heritage, Natural and Human-made Hazards, Natural Resources and Civic Infrastructure chapters of this Plan provide a full range of planning policies to guide the planning and management of our subwatersheds.

> NATURAL HERITAGE, HAZARDS, AND NATURAL RESOURCES

118_ Our natural heritage sets the context for conservation and protection when developing our growth plans. In conformity with the policies of this Plan, these lands will be protected, enhanced, restored, and conserved for their long-term sustainability.

119_ We will enhance natural heritage connections and features that extend across the City's municipal boundary.

120_ Map 5 - Natural Heritage and Map 6 - Hazards and Natural Resources show our natural heritage system and our natural resources and hazards respectively. The Environmental Policies part of this Plan provides the policy framework for the protection and conservation of these systems.

> THE THAMES VALLEY CORRIDOR

121_ Figure 12 shows the Thames Valley Corridor as defined by the *Thames River Valley Corridor Plan*. The Corridor, including its tributaries, has played a major role in the human settlement and development of London and southwestern Ontario. The valley corridor in London is a complex system of sensitive ecological habitats, public recreational areas, and developed urban lands connected by multi-use pathways. In recognition of its outstanding natural and cultural attributes the Thames River was recognized as a Canadian Heritage River in 2000.

122_ The Thames Valley Corridor is considered London's most important natural, cultural, recreational, and aesthetic resource. Within London, the Thames River supports environmental and economic vitality, tourism, and local and regional recreation initiatives. Through history, the river valley and the associated tributaries, have also served as a corridor for stormwater and sanitary infrastructure. Balancing these often competing demands is required to ensure the long-term environmental sustainability of London's river valley system and the functional, cultural, and recreational benefits it continues to provide. Effective management of adjacent land development, human uses, and the natural environment will be critical to managing this treasured London resource over the life of this Plan.

123_ Recognizing the important role of the Thames Valley Corridor, the following actions will be taken:

1. Promote and enhance the Forks of the Thames River and the Thames Valley Corridor as an important natural, cultural, recreational, and aesthetic resource within our city.
2. Protect the corridor and its linkages to tributary subwatersheds.
3. Collaborate with the Upper Thames River and Lower Thames Valley Conservation Authorities to develop and implement shared initiatives for the valley.
4. Protect, enhance, and restore the natural and cultural heritage of the Thames Valley Corridor in all the planning we do.
5. Protect and, where appropriate, enhance the aesthetic beauty of the Thames Valley Corridor.
6. Prepare and regularly update a *Thames River Valley Corridor Plan* to proactively celebrate, protect, manage, and enhance this important London resource and ensure that all planning and development applications have regard for the *Thames River Valley Corridor Plan*.
7. As appropriate, collaborate with the Upper Thames River Conservation Authority to manage river levels to support recreational and cultural activities.
8. Develop a continuous multi-use pathway network connecting parks and natural areas along the Thames Valley Corridor as the outdoor recreational spine of the city.
9. As appropriate, acquire lands along the Thames Valley Corridor to support ecological, cultural and/or recreational objectives of the Plan.

> THE PARK SYSTEM

124_ Figure 13 shows London's planned system of parks. The system will build upon the Thames Valley Corridor and parks will be connected and well distributed throughout the city to provide active and passive recreational opportunities for all Londoners and serve as focal points within neighbourhoods. Parks will be added to the system over time through a variety of planning and development processes.

125_ The Parks and Recreation chapter of this Plan provides more detailed policy direction to plan for these areas.

THE ECONOMIC FRAMEWORK

126_ The Economic Framework establishes a high-level plan for key elements of our city that will drive our economic success over the next 20 years.

FIGURE 14 - STRATEGIC GROWTH AREAS

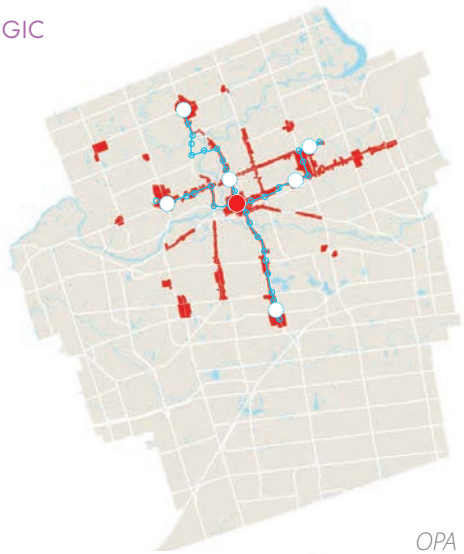
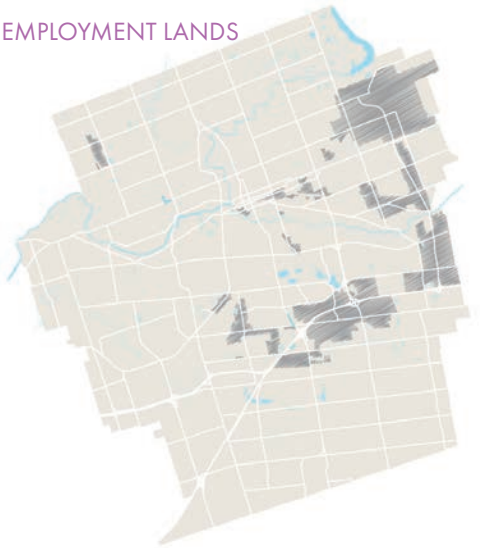


FIGURE 17 - EMPLOYMENT LANDS



OPA 124

FIGURE 15 - MAIN STREETS

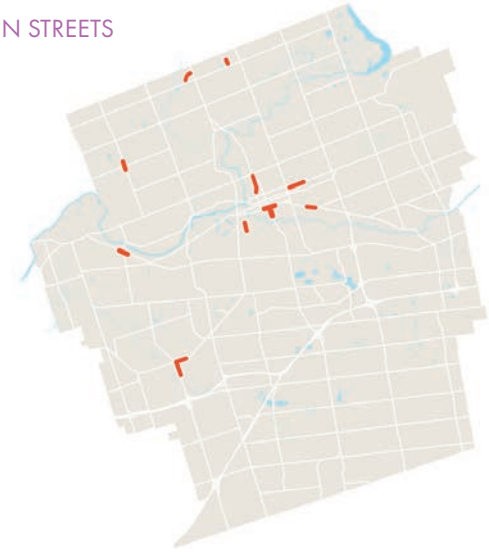
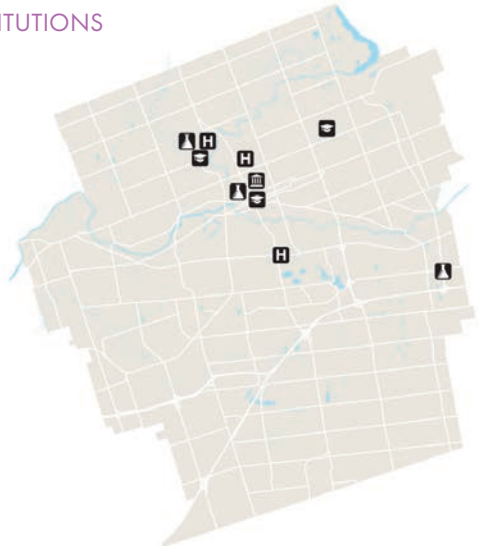


FIGURE 18 - RURAL LONDON

FIGURE 16 - INSTITUTIONS



> STRATEGIC GROWTH AREAS *(OPA 124)*

127_ Figure 14 identifies our Downtown, Transit Villages, and Rapid Transit Corridors, Urban Corridors, and Major Shopping Areas as strategic growth areas, which will be economic engines for commerce, employment, and economic growth. These mixed-use centres will be planned to offer a wide array of amenities, services, and experiences. They will offer the highest level of communications infrastructure, smart city services, high-quality walking, cycling and transit environments, and will be serviced by rapid transit. They will be planned to be highly supportive of small, medium and large-scale businesses and will be well connected to our major institutions. High-rise buildings will be directed to strategic growth centres. *(OPA 124)*

128_ At the top of the hierarchy for these centres, the Downtown will offer rich cultural opportunities and a wide variety of services that will be offered to those who live throughout the city as well as those living Downtown. With the exception of offices that are directly ancillary to industrial uses, our large office spaces will be directed to the Downtown to ensure its long-term health and vibrancy.

129_ Major Shopping Areas are also shown on Figure 14. These centres provide opportunities to accommodate significant population and employment growth. All Shopping Areas serve the regular needs of those who live near them as well as those who travel to them for goods and services. These centres may serve as community hubs to provide for a variety of non-commercial services as well. *(OPA 124)*

130_ The Downtown, Transit Village, Rapid Transit Corridors, Urban Corridor, and Shopping Area Place Type chapters of this Plan provide more detailed policy direction to plan for these strategic growth areas. *(OPA 124)*

> MAIN STREETS

131_ Main Streets are illustrated on Figure 15. These are some of London's most cherished historical business areas and the focal points of new neighbourhoods that contain a mix of residential and commercial uses that are established to serve surrounding neighbourhoods. These Main Streets will support measured infill and intensification. Historic Main Streets will be protected from development that may undermine the character and cultural heritage value of these corridors. Urban regeneration efforts will be directed to historic Main Streets as appropriate to sustain and enhance them.

132_ The Main Street Place Type chapter, and segment-specific policies in the Rapid Transit and Urban Corridors chapter of this Plan provide more detailed policy direction for Main Street areas.

133_ Main Streets include:

1. Applewood
2. Byron
3. Hamilton Road
4. Hyde Park
5. Lambeth
6. Old East Village
7. Richmond Row
8. SoHo
9. Upper Richmond Village
10. Wortley Village

> INSTITUTIONS

134_ Our institutions will play a major role in growing London's economy over the next 20 years. Figure 16 illustrates our plan for major institutions in London, including major educational and health care facilities. These institutions provide significant opportunity for London over the planning horizon, offering economic activity, a competitive advantage in attracting investment, quality of life, education, health, and safety.

135_ The Institutional Place Type chapter of this Plan provides greater detail and direction to plan for these important uses.

> EMPLOYMENT LANDS

136_ Figure 17 shows employment lands including the majority of existing and planned industrial land in the city. These lands are primarily clustered around the Veterans Memorial Parkway and Highway 401 corridors, which are important connections to the London International Airport and the North American free trade routes. These corridors support the majority of London's employment areas as defined by the *Provincial Policy Statement*. They include heavy and light industrial uses, commercial industrial uses, as well as a range of innovation parks and research facilities. Industrial lands can be seen on Map 1 - Place Types of this Plan.

137_ Adequate land is included within the Urban Growth Boundary to ensure there is an ample supply of strategically-sized and located sites for attracting industrial businesses of various kinds.

138_ The City may establish an industrial land development strategy to purchase, develop, and make available industrial lands to attract economic opportunities to London.

139_ The Industrial Place Types chapter of this Plan establishes a range of more detailed policies that will direct growth and development for these lands.

> RURAL LONDON

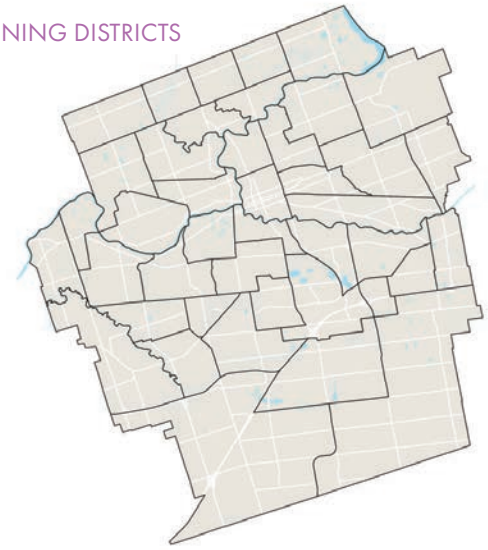
140_ Figure 18 shows the rural area of London. London's future prosperity will be linked to the economic activity that is driven by the farmlands within the rural areas of our city. Some of the best agricultural land in Canada exists within our city boundaries and in the municipalities surrounding us. This gives us a competitive advantage for growing food that can drive prosperity and assist with food security for all Londoners. Ensuring that we maintain this agricultural land base is a primary goal of this Plan.

141_ The Food System and Rural Place Type chapters of this Plan provide more detailed policy direction regarding planning for rural London areas.

THE COMMUNITY FRAMEWORK

142_ The Community Framework establishes a high-level structure for defining neighbourhoods and planning districts.

FIGURE 19 - PLANNING DISTRICTS



> NEIGHBOURHOODS

143_ Our city is made up of an integrated collection of neighbourhoods that can be described as the "cellular level" of our city. To allow for some flexibility in the consideration of neighbourhoods, *The London Plan* does not map out definitive neighbourhood boundaries. For the purposes of this Plan, neighbourhoods will be defined as geographic areas where people live, that are typically bounded by major streets, rail lines, rivers, creeks, natural heritage features, or other major physical features. In addition, neighbourhoods often include places where people shop, work, worship, go to school and recreate. Neighbourhoods may be characterized by properties that exhibit an identifiable character and style of development. Neighbourhoods may vary in scale, from a collection of lots to a large subdivision.

144_ Neighbourhoods can exist within any of the place types, but generally do not exist within industrial and institutional areas. Neighbourhoods include those properties that front onto the major streets that bound them. The Place Type chapters of this Plan provide policies that will guide neighbourhood development over the next 20 years.

145_ Our neighbourhoods can be further grouped into Planning Districts as illustrated in Figure 19. These larger geographic areas can be useful in describing clusters of neighbourhoods that have many similar characteristics. They can also be useful as higher-order units for collecting statistics, delivering programs, and considering the distribution of services such as parks, shopping areas, and various neighbourhood and social service facilities.

CITY STRUCTURE PLAN COMPOSITE

146_ Figure 20 shows the composite city structure plan that illustrates various components from all five frameworks. The composite is a useful tool for understanding how these frameworks relate to one another, but does not diminish the intent of planning for each of these frameworks as described and illustrated in this chapter.

FIGURE 20 - CITY STRUCTURE COMPOSITE *(OPA 124)*

OPA 124

Legend

- River and Creek System
- Thames Valley Corridor
- Downtown
- Transit Villages
- Employment Lands
- Main Streets
- Rural London
- Gateways
- Highway
- Major Gateway Streets
- Rail Network
- High Speed Rail
- Rapid Transit Corridors
- Future Rapid Transit Corridors
- Trail Connections
- Central London
- Primary Transit Area
- Urban Growth Boundary
- University/College
- Hospital
- City Hall
- Research Centre
- Airport

SECONDARY PLANS

147_ Secondary plans will be undertaken by the municipality to provide for comprehensive assessment and planning for specific areas of the city.

148_ The Environmental Review and Future Growth Place Types may be applied to lands that are added to the Urban Growth Boundary until such time as a City-initiated secondary plan is prepared.

149_ Existing developed areas of the city may be subject to the preparation of a secondary plan where a more detailed and coordinated planning policy framework is required for redevelopment and intensification.

150_ All secondary plans will be supported by a complete analysis of the costs and revenues of planned growth and any necessary updates to the *Growth Management Implementation Strategy* or *Development Charges Study*.

151_ The Secondary Plans part of this Plan provides more detailed policies relating to the preparation of secondary plans.

URBAN REGENERATION

152_ Our city is a composite of neighbourhoods and business areas built in different forms and during different eras in our history. Some of the older parts of our city, largely located within the Primary Transit Area, help to define London's unique character, contain many of our best cultural heritage resources, and have been built in a pedestrian-oriented neighbourhood pattern. They sometimes include main street business districts and they often include notable public spaces supported by a strong network of civic infrastructure.

153_ Urban regeneration is about supporting sensitive growth and change within our urban areas so that they are sustainable and prosperous over the long term.

154_ Through our urban regeneration efforts we will:

1. Stimulate the repurposing of the existing building stock, where the previous use of such buildings is no longer viable.
2. Maximize the value returned on the investment made in civic infrastructure.
3. Encourage the conservation, restoration, and appropriate use of cultural heritage resources.
4. Encourage the economic revitalization and enhance the business attraction of urban main streets.
5. Strengthen our city core by nurturing the development of Downtown and the urban neighbourhoods that surround it.
6. Promote the long-term sustainability of urban neighbourhoods throughout the built-up areas of our city, by striving to retain and enhance the viability of their built and natural assets, and their critical social and economic connections.
7. Support the remediation of brownfield sites to create new opportunities for the useful redevelopment of these lands within urban neighbourhoods.
8. Facilitate intensification within our urban neighbourhoods, where it is deemed to be appropriate and in a form that fits well within the existing neighbourhood.
9. Expand the city's range of housing choices and create opportunities for affordable housing in London through the regeneration of urban neighbourhoods.
10. Reduce long-standing land-use conflicts in urban neighbourhoods.

155_ Landowners, residents and business owners within urban neighbourhoods will be engaged to discuss urban regeneration. The City will work collaboratively with these groups to establish how positive growth and change will be accommodated.

156_ Corporate asset management plans, capital budget programs, and all public works projects will place a high priority on stimulating and supporting urban regeneration.

157_ Within urban neighbourhoods, the design and construction of civic infrastructure improvements and replacements within public rights-of-way will strive to retain and enhance safe and comfortable pedestrian and cycling routes and sufficient space for healthy tree growth.

158_ New civic spaces will be created in appropriate locations in urban neighbourhoods and business districts to enhance residential amenity and support active transportation.

159_ Existing parkland will be enhanced, or new parkland acquired, where possible, to address parkland deficiencies in older neighbourhoods.

160_ Existing trees, both public and private, should be retained in accordance with an environmental impact study and/or a tree preservation plan, through the review of redevelopment and intensification projects.

161_ Affordable housing opportunities will be explored to help stimulate regeneration.

162_ Existing public housing projects may be redeveloped to stimulate regeneration and community improvement.

163_ Secondary plans and other tools described in the Our Tools part of this Plan may be established to plan for urban regeneration within a specific neighbourhood or district.

164_ Subject to the Community Improvement Plan policies in the Our Tools part of this Plan, City Council may designate, by by-law, community improvement project areas anywhere within the municipal boundary. Existing Community Improvement Project Areas are shown on Map 8 - Community Improvement Project Areas. New Community Improvement Project Areas identified by City Council will be added by an amendment to Map 8 of this Plan. A community improvement plan may be used to provide Council with a set of tools that could include grants, loans, or other incentives that are intended to support community economic development, or to address social or environmental conditions that the City has identified as important to improve.

165_ Community improvement plans may also be used to encourage heritage conservation, the provision of affordable housing or the redevelopment of old industrial and brownfield sites.

GROWTH SERVICING AND FINANCING

GROWTH SERVICING

166_ The city's structure could not operate successfully without sustainable, secure, reliable, and affordable infrastructure. This infrastructure allows for growth and development, while protecting public health and our environment – our air, land, and water. Infrastructure will be planned and directed to service the development patterns and levels of intensity expected based on the City Structure Plan, place type allocation, and the policies of this Plan.

167_ All municipal services will be planned on a "systems basis" – considering the entire system when planning for a single segment.

168_ Municipal services will be planned on a long-term basis to support growth that conforms with the City Structure Plan. These services will be identified in all servicing strategies, 20-year servicing plans, by-laws, and the City's capital budgets.

169_ The *Growth Management Implementation Strategy*, as described in the Our Tools part of this Plan, will identify, coordinate, and regulate the phased extension of municipal services to accommodate future growth.

170_ Development will be allowed, within the Urban Growth Boundary, only where the City has the ability and financial capacity to provide infrastructure services in accordance with the *Development Charges By-law* and capital budget and to meet provincial environmental standards governing municipal services.

171_ The provision of full municipal infrastructure within the Urban Growth Boundary shall be subject to the City's financial and physical capabilities, as determined by City Council.

172_ The City shall be satisfied that adequate municipal infrastructure services can be supplied prior to any development or intensification proceeding and, where technically and economically possible, the City shall require such services to be located underground.

173_ Planning and development approvals will be discouraged where planned servicing capacity to accommodate the proposed use is not expected to become available within a five year time frame.

174_ Changes in place type and zoning that would result in the underutilization of previously planned and constructed municipal infrastructure will be discouraged.

175_ Infrastructure and public facilities will be strategically located to support the effective and efficient delivery of emergency services, including fire, ambulance, and police.

176_ The Civic Infrastructure, Green and Healthy City and Our Tools policies of this Plan provide more detailed policies on infrastructure and growth servicing.

GROWTH MANAGEMENT FINANCING

177_ A fundamental principle that will be followed for growth financing is that growth will pay for growth, meaning that growth-related capital costs will be recovered from revenues generated from new development.

178_ The financing requirements to service new development will not jeopardize the long-term financial health of the municipality or place an undue burden on existing taxpayers.

179_ Through the Development Charges Study, the Development Charges By-law, and the Growth Management Implementation Strategy, the City will plan and budget for the construction of major municipal services to support growth and development that conforms with the City Structure Plan; this will include planned growth on vacant lands and planned growth in the form of intensification. The ability to finance planned growth works will depend, in part, on the health of the Development Charges Reserve Fund.

180_ Any temporary servicing arrangements must be consistent with the City's long-term planning, servicing, and financing strategies and must contribute to the cost of providing long-term servicing through the payment of development charges.

181_ As part of any development charges study, the City will consider an area rating approach to recognize that the costs of growth in certain areas of the city may be substantially different from the costs of growth in other areas of the city.

182_ More specific policies relating to the *Growth Management Implementation Strategy* and *Development Charges By-law* are provided in the Our Tools part of this Plan.

183_ Asset management plans, recognizing lifecycle maintenance and replacement, will be established for all infrastructure systems. Infrastructure requirements will be identified and capital plans will be developed to promote quality infrastructure services that are affordable over the long term.

CITY BUILDING POLICIES

City Building Policies

WHAT ARE CITY BUILDING POLICIES?

184_ Our city building policies provide the over-arching direction for how we will grow as a city over the next 20 years.

WHY ARE CITY BUILDING POLICIES IMPORTANT TO OUR FUTURE?

185_ While the City Structure Plan sets the framework upon which the city is planned to grow in the future, there are many important topics that we need to address in *The London Plan* to ensure our city grows, over the next 20 years, in the way that we envision. These city building policies provide a platform for growth to support both our vision and our priorities set out in our strategy.

WHAT ARE WE TRYING TO ACHIEVE?

186_ Our city building policies will set the framework for how we will grow, and the shape, character and form of our city in 2035. These policies establish clear direction for our own projects, as well as those initiated by others.

HOW ARE WE GOING TO ACHIEVE THIS?

187_ These foundational policies must be read in conjunction with the other policies of the Plan. All plans, guideline documents, standards, planning and development applications, public projects, public works and by-laws shall conform with these policies.

188_ The city building policies that follow address:

1. City Design
2. Mobility
3. Forest City
4. Parks and Recreation
5. Public Facilities and Services
6. Civic Infrastructure
7. Homelessness Prevention and Housing
8. Culturally Rich and Diverse City
9. Cultural Heritage
10. Smart City
11. Food System
12. Green and Healthy City

City Design

WHAT IS CITY DESIGN?

189_ The design of our city is shaped by both its natural setting and its built form. The built form includes elements such as streets, streetscapes, public spaces, landscapes and buildings. City design is about planning the built form to create positive relationships between these elements, which influence how we navigate and experience the City.

WHY IS CITY DESIGN IMPORTANT TO OUR FUTURE?

190_ The way in which our neighbourhoods, buildings, streetscapes, public spaces and landscapes are designed will play a major role in supporting and shaping the image of our city and creating a sense of place that is unique to London. The image held of a city is an increasingly important asset in a globally competitive world for attracting investment, high-quality jobs, and a skilled labour force. A captivating city design creates and maintains value. Young professionals, knowledge-based workers, and those with highly-sought-after skills often choose to locate in cities that are exciting, authentic, and walkable, and businesses want to locate in cities that can attract and retain this type of workforce.

191_ City design also helps us to create pedestrian and transit-oriented environments that support our plans for integrating mobility and land use. It helps us to offer a high quality of life in London and it also allows us to develop neighbourhoods, places and spaces that function more effectively and safely for everyone.

192_ Our vision of creating an exciting, exceptional and connected London by 2035 will rely heavily upon the way that we design our city over the next 20 years.

WHAT ARE WE TRYING TO ACHIEVE?

193_ In all of the planning and development we do and the initiatives we take as a municipality, we will design for and foster:

1. A well-designed built form throughout the city.
2. Development that is designed to be a good fit and compatible within its context.
3. A high-quality, distinctive and memorable city image.
4. Development that supports a positive pedestrian environment.
5. A built form that is supportive of all types of active mobility and universal accessibility.
6. High-quality public spaces that are safe, accessible, attractive and vibrant.
7. A mix of housing types to support ageing in place and affordability.
8. Sustainably designed development that is resilient to long-term change.
9. Healthy, diverse and vibrant neighbourhoods that promote a sense of place and character.

HOW ARE WE GOING TO ACHIEVE THIS?

194_ To achieve our City Design objectives all planning and development applications, public projects and all relevant by-laws shall conform with the following City Design policies relating to:

1. Character
2. Street Network
3. Streetscapes
4. Public Space
5. Site Layout
6. Buildings

195_ Design guidelines may be adopted for specific areas, or for the city as a whole, to provide further detailed guidance for the implementation of the City Design policies of this Plan.

196_ *Policy Deleted.*

CHARACTER

197_ The built form will be designed to have a sense of place and character consistent with the planned vision of the place type, by using such things as topography, street patterns, lotting patterns, streetscapes, public spaces, landscapes, site layout, buildings, materials and cultural heritage.

198_ All proposals for new neighbourhoods will be required to establish a vision to guide planning for their character and sense of place.

199_ All planning and development proposals within existing and new neighbourhoods will be required to articulate the neighbourhood's character and demonstrate how the proposal has been designed to fit within that context. The Our Tools chapter and the Residential Intensification policies in the Neighbourhoods Place Type chapter of this Plan provide further guidance for such proposals.

200_ Heritage designated properties should be integrated into the design of new neighbourhoods to contribute to their character.

201_ New neighbourhoods should be designed with consideration for the character of existing landscapes and topography. The street network and civic infrastructure will be established in consideration of this goal.

202_ Buildings and public spaces at key entry points into neighbourhoods will be designed to help establish a neighbourhood's character and identity.

203_ Neighbourhoods should be planned to include one or more identifiable and accessible focal points that contributes to the neighbourhood's character and allows for community gathering.

204_ Natural heritage is an important contributor to the character of an area and influences the overall street network. Neighbourhoods should be designed to preserve or create views to natural heritage features and landmarks through lotting patterns, street patterns, or building placement.

205_ Public art should be integrated into public spaces such as streets, parks, squares and forecourts, and on the property of public institutions and facilities to help establish character and sense of place.

206_ Public art may be integrated into privately-owned spaces that are visible or accessible to the public. Subject to the Culturally Rich and Diverse City policies of this Plan, the City will encourage public art in such locations.

207_ The use of exterior signs and other exterior advertising devices within the city will be regulated through a sign by-law, and sign guidelines may be prepared for use in the review of site plan and sign permit applications.

208_ Signs will be designed as an integral part of development and will be compatible with the architectural style of the building and the existing and planned character of the surrounding area.

209_ Signage will not be lit to a level that will adversely impact the amenity of surrounding residential properties or the design of streetscapes.

210_ Trees should be recognized as important features of a neighbourhood's planned character and sense of place.

STREET NETWORK

211_ The City's street network will be designed to ensure high-quality pedestrian environments, maximized convenience for mobility, access to focal points and to support the planned vision for the place type.

212_ The configuration of streets planned for new neighbourhoods will be of a grid, or a modified grid, pattern. Cul-de-sacs, deadends, and other street patterns which inhibit such street networks should be minimized. To ensure connectivity and integration with existing and planned neighbourhoods, new neighbourhood street networks will generally be designed to have connections to existing and future neighbourhoods.

213_ Street patterns will be easy and safe to navigate by walking and cycling and will be supportive of transit services.

214_ Municipal walkways will not be considered an alternative means for establishing necessary street connections when designing new neighbourhoods. Municipal walkways may be considered in neighbourhoods to provide for additional connections for active forms of mobility.

215_ Rear laneways may be permitted in new neighbourhood design to allow for building frontages that contribute to quality pedestrian oriented streetscapes.

216_ Street networks, block orientation, lot sizes, and building orientation should be designed to take advantage of passive solar energy while ensuring that active mobility and other design criteria of this chapter are satisfied.

217_ Neighbourhood street networks and block sizes will be designed to ensure connectivity and support transit and active mobility. Infrastructure and amenities to support transit and active mobility will be incorporated.

218_ Street networks should be designed to support connections to transit and other neighbourhood amenities within a ten minute walk.

219_ Neighbourhood street networks will support the delivery of emergency services.

220_ Neighbourhoods should be designed with a diversity of lot sizes to support a range of housing choices, mix of uses and to accommodate a variety of ages and abilities.

STREETSCAPES

221_ The design of streetscapes will support the planned vision for the place type and will contribute to character and sense of place. The parameters for street character are defined in Table 6 - Street Classification Design Features of the Mobility chapter of this Plan.

222_ A coordinated approach will be taken during the planning and design of streetscape improvements, including the coordination of signage, sidewalks, cycling pathways, tree planting, lighting, parking areas, landscaping and building face improvements, and adjacent public spaces as applicable.

222A_ The proportion of building and street frontages used for garages and driveways should be minimized to allow for street trees, provide for on-street parking and support pedestrian and cycling-oriented streetscapes.

223_ Street design standards will be adopted to reflect pedestrian, cycling, and transit priorities within neighbourhoods.

224_ The paved portion of streets within neighbourhoods should be as narrow as possible, while meeting required design standards, to calm traffic and emphasize the priority of the pedestrian environment. Street rights-of-way should be of adequate size to accommodate all services within an efficient space and allow sufficient room for street tree planting and the long-term growth of mature trees.

225_ Curb extensions, narrow streets, and on-street parking may be used, among other techniques, for traffic calming.

226_ Low Impact Development should be incorporated into the design of streetscapes consistent with the planned character of the neighbourhood and street.

227_ On-street parking will be permitted on Neighbourhood Connectors and Neighbourhood Streets, unless there are specific limitations imposed by City Council.

228_ Neighbourhood streets and all infrastructure will be planned and designed to enhance safety by implementing the principles of *Crime Prevention Through Environmental Design*, encouraging greater levels of passive surveillance, and providing sidewalks of sufficient width to support planned levels of activity.

229_ Except in exceptional circumstances, rear-lotting will not be permitted onto public streets and side-lotting will be discouraged on Civic Boulevards and Urban Thoroughfares.

230_ Retaining walls will only be permitted along street frontages where it can be demonstrated that they will not have a negative impact on the public realm.

231_ Switch boxes, transformers, electrical and gas meters, ground-mounted air conditioning units and other above-ground or building-mounted mechanical equipment should be located away from building frontages, entrances, street intersections, and public spaces.

232_ Infrastructure and utilities will be designed in consideration of, and to support, the existing or planned character of streetscapes and neighbourhoods.

233_ Wherever possible, utilities should be located underground to reduce their visual impact.

234_ Wherever possible given the legislative requirements for the separation of utilities, utility installations will be consolidated or co-located to reduce the impact on the public realm and associated surface treatments.

235_ Landscaping should be used to define spaces, highlight prominent features and landmarks, add visual interest, define pedestrian areas, delineate public and private spaces, add comfort and improve health, offer visual screening, and improve the aesthetic quality of neighbourhoods.

236_ All streets, and the associated infrastructure, should be designed to include space for appropriately sized street trees with tree canopy coverage that will provide for pleasant pedestrian environments and enhanced aesthetics, afford cooling to adjacent buildings, improve air quality, and offer habitat for urban wildlife.

237_ Treescapes should be recognized as important features of a neighbourhood's planned character.

238_ In conformity with the Forest City policies of this Plan, neighbourhoods will be designed, planted, and maintained with robust street tree planting to create high-quality treescapes.

239_ Opportunities will be explored for supporting pollinators and food production through landscaping and street tree planting.

240_ Landscaping features that provide amenities for pets should be considered when designing streetscapes.

241_ Noise wall policies found in the Our Tools part of this Plan will govern proposals for noise walls in association with new development. Noise walls in association with road widenings will be avoided where possible. Where such walls are necessary, innovative design techniques will be used relating to the materials, texture, colour, lighting, variability and overall design composition to mitigate impacts on the pedestrian environment and streetscape.

PUBLIC SPACE

242_ Public spaces will be designed to support the planned vision of the place type by enhancing views and vistas, providing places to meet and gather, and establishing connections.

243_ Public facilities, parks, trails, seating areas, play equipment, open spaces and recreational facilities should be integrated into neighbourhoods to allow for healthy and active lifestyles.

244_ Public spaces will be located and designed to help establish the character and sense of place of the surrounding area and, where applicable, the positive image of our city.

245_ Public art, seating areas, enhanced landscaped areas, ceremonial tree planting, and monuments should be incorporated into the design of neighbourhoods and positioned in prominent locations to enhance views or vistas.

246_ Public spaces should be designed and located as part of, and to support, the active mobility network.

247_ Public spaces should be located and designed within neighbourhoods to ensure access, visibility, safety, and connectivity to the adjacent street network. To accomplish these objectives, public spaces within neighbourhoods should have wide exposure to public streets.

248_ Public spaces should be designed to accommodate tree growth to assist in achieving the goals of the Forest City chapter of this Plan.

249_ Neighbourhoods will be designed with a high-quality public realm, composed of public facilities and public spaces such as parks, squares, sitting areas and streets.

250_ Neighbourhood parks may be designed to provide space to support food systems, including food growing, composting, neighbourhood markets and other neighbourhood-based activities.

251_ The public realm and public buildings will be designed to meet federal, provincial and municipal accessibility requirements. Municipal properties will meet the *City of London Facility Accessibility Design Standards*.

SITE LAYOUT

252_ The site layout of new development should be designed to respond to its context and the existing and planned character of the surrounding area.

253_ Site layout should be designed to minimize and mitigate impacts on adjacent properties.

254_ Site layout, and the corresponding building design, should respond to the topography of a site.

255_ Site layout will promote connectivity and safe movement for pedestrians, cyclists, and motorists between, and within, sites.

256_ Buildings should be sited so that they maintain and reinforce the prevailing street wall or street line of existing buildings. Where a streetscape has not been built out, buildings should be sited with regard for the planned street wall or street line.

257_ The siting of buildings and layout of sites should preserve or create views of landmarks and natural features from public spaces.

258_ The layout and grading of a site should retain and incorporate desirable trees.

259_ Buildings should be sited with minimal setbacks from public streets and public spaces to create an inviting, active and comfortable pedestrian environment.

260_ Projecting garages will be discouraged.

261_ Buildings at corner sites should be oriented towards the higher-order street classification.

262_ Where high-rise buildings may block or impair emergency radio system signals, radio infrastructure may be required to be installed to ensure proper signal strength.

263_ *Policy Deleted.*

264_ The drive aisles for drive through facilities should not be located between the street and the face of the building in the front or exterior side yard. These facilities should not interfere with direct pedestrian access to the building from the sidewalk, compromise pedestrian safety, reduce the ability to provide on-site landscaping adjacent to the street, or have a negative impact on the pedestrian amenity of the streetscape.

265_ Drive through facilities shall address matters such as pedestrian circulation, vehicular circulation, access and parking, built form, streetscape, heritage resources, potential impacts on adjacent land uses, landscaping and signage.

266_ Loading, garbage and other service areas will be located so that they will not have a negative visual impact from the street or detract from pedestrian connections.

267_ *Policy Deleted*

268_ Sites shall be designed to provide a direct, comfortable and safe connection from the principle building entrance to the public sidewalk.

269_ Buildings should be sited to minimize the visual exposure of parking areas to the street.

> PARKING

270_ The location, configuration, and size of parking areas will be designed to support the planned vision of the place type and enhance the experience of pedestrians, transit-users, cyclists, and drivers.

271_ The *Zoning By-law* will establish automobile parking standards, ensuring that excessive amounts of parking are not required. Requirements may be lower or may not apply within those place types and parts of the city that have high accessibility to transit or that are close to employment areas, office areas, institutions and other uses that generate high levels of attraction. *(OPA 68)*

272_ The impact of parking facilities on the public realm will be minimized by strategically locating and screening these parking areas. Surface parking should be located in the rear yard or interior side yard.

273_ Parking structures should be integrated into the design of buildings to ensure the public realm is not negatively affected. Structured parking will be screened.

274_ Opportunities for sharing and consolidating parking to meet parking demand will be encouraged in the Downtown, Transit Village, and Shopping Area Place Types, and in transit station areas and commercial areas along Urban Corridors. Where sharing of parking occurs through a development agreement, a reduction in on-site parking requirements may be accommodated. *(OPA 68)*

275_ To reduce the visual impact of parking, make efficient use of land, to provide for outdoor amenity space, and promote active uses on street-facing facades, parking for large buildings, such as high-rise residential buildings, office buildings, and mixed-use buildings should be located underground or integrated within the building design.

276_ Where structured parking is located adjacent to a street, the ground floor facing the street should be occupied by active uses such as commercial, office, or residential uses to avoid creating non-active street frontages.

277_ Surface parking lots should be designed to include a sustainable tree canopy at 20 years of anticipated tree growth.

278_ Surface parking located in highly-visible areas should be screened by low walls and landscape treatments.

279_ Lighting of parking areas will be designed to avoid negative light impacts on adjacent properties.

280_ Adequate bicycle parking facilities will be required for all development to encourage cycling as a viable form of transportation. Covered and secure forms of bicycle parking should be incorporated into multi-unit residential, large-scale commercial or retail, institutional, and recreational developments.

281_ Large surface parking lots shall be designed with areas dedicated for pedestrian priority to ensure safe pedestrian connectivity throughout the site.

282_ Surface parking areas will be designed to incorporate landscape areas for visual amenity, to assist with stormwater management, and reduce the heat island effect.

283_ Surface parking areas should be designed to incorporate low impact development measures to address stormwater management.

BUILDINGS

284_ All planning and development proposals will be required to demonstrate how the proposed building is designed to support the planned vision of the place type and establishes character and a sense of place for the surrounding area. This will include matters such as scale, massing, materials, relationship to adjacent buildings, heritage impact and other such form-related considerations. The Our Tools chapter and the Residential Intensification policies in the Neighbourhoods Place Type chapter of this Plan provide further guidance for such proposals.

285_ To support pedestrian activity and safety, large expanses of blank wall will not be permitted along the street edge.

286_ Buildings should be designed to achieve human-scale relationships that are comfortable for pedestrians.

287_ Within the context of the relevant place type policies, the height of buildings should have a proportional relationship to the width of the abutting public right-of-way to achieve a sense of enclosure.

288_ Buildings fronting onto public spaces should establish an edge to provide definition, and a sense of enclosure around, the public space.

289_ High and mid-rise buildings should be designed to express three defined components: a base, middle, and top. Alternative design solutions that address the following intentions may be permitted.

1. The base should establish a human-scale façade with active frontages including, where appropriate, windows with transparent glass, forecourts, patios, awnings, lighting, and the use of materials that reinforce a human scale.
2. The middle should be visually cohesive with, but distinct from, the base and top.
3. The top should provide a finishing treatment, such as roof or a cornice treatment, to hide and integrate mechanical penthouses into the overall building design.

290_ Buildings located on corner sites should address the corner through building massing, location of entrances, and architectural elements.

291_ Principal building entrances and transparent windows should be located to face the public right-of-way and public spaces, to reinforce the public realm, establish an active frontage and provide for convenient pedestrian access.

292_ High-rise buildings will incorporate a podium at the building base, or other design solutions to reduce the apparent height and mass of the building on the pedestrian environment, allow sunlight to penetrate into the right-of-way, and reduce wind impacts.

293_ High-rise buildings should be designed to minimize massing, shadowing, visual impact, and the obstruction of views from the street, public spaces, and neighbouring properties. To achieve these objectives, high rise buildings should take the form of slender towers. High rise buildings should not be designed with long axes where they create an overwhelming building mass.

294_ In conformity with the Green and Healthy City policies of this Plan, buildings should incorporate green building design and associated sustainable development technologies and techniques.

295_ Residential and mixed-use buildings should include outdoor amenity spaces.

296_ Rooftop utility equipment should be screened from view and integrated into the overall building design.

297_ In the design of buildings, consideration should be given to the need for installing emergency service communications infrastructure. Where needed, this infrastructure should be integrated into the overall design of the building.

298_ Design measures relating to building height, scale and massing should be used to provide a transition between development of significantly different intensities, considering the existing and planned context.

299_ Civic buildings should be designed as landmarks to establish character and a sense of place.

300_ Buildings and associated structures will be designed to accommodate weight loads of emergency vehicles and services.

> MATERIALS

301_ A diversity of materials should be used in the design of buildings to visually break up massing, reduce visual bulk and add interest to the building design.

302_ Materials should be selected for their scale, texture, quality, durability, and consistency within their context.

303_ For commercial, office and institutional uses, transparent glass should be used on the majority of the ground level façades facing a public right-of-way to provide views into and out of the space and enhance the pedestrian environment.

304_ Efforts should be made to design buildings and use materials that minimize bird strikes on high-rise buildings.

305_ Where new development is being constructed adjacent to heritage designated properties, building materials should be sympathetic to the materials and architectural style of the heritage property.

URBAN DESIGN PEER REVIEW PANEL

306_ City Council may appoint an Urban Design Peer Review Panel, made up of urban design experts, who will provide advice to development applicants, Planning Staff and Council through the evaluation of planning and development applications. Such evaluation will be based upon the policies of this Plan and any relevant guideline documents that have been adopted by Council.

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Mobility

WHAT IS MOBILITY?

307_ Mobility is the movement of people and goods through, and beyond, the city from one location to another in a safe, accessible, convenient, and affordable manner. Mobility, typically referred to as transportation, can be classified into five main types: walking, cycling, transit, movement with mobility devices, and motorized vehicle movement. Our fixed mobility infrastructure includes such things as streets, sidewalks, cycling lanes, rapid transit lanes and/or rails, stations, pathways, parking facilities, and the many physical features that are supplementary to, and supportive of, this infrastructure.

308_ For the purposes of this Plan, the term "street" has been used to describe what the Planning Act would refer to as a "highway" and what is often referred to as a road. A street includes the entire right-of-way and may contain, in addition to the roadway, sidewalks, bicycle lanes, bicycle and pedestrian pathways and public transit rights of way.

WHY IS MOBILITY IMPORTANT TO OUR FUTURE?

309_ Throughout this Plan we have recognized that mobility and land use are inextricably linked. The design of a street and its associated public right-of-way will have a large impact on the use, intensity and form of development that can be supported along any corridor. In this way, how we plan our streets will dictate the quality of our neighbourhoods, our ability to facilitate positive infill and intensification along rapid transit corridors, and our success in promoting and supporting a viable transit system. It will also establish our ability to move people, goods, and services efficiently from one location to another within the city and to other parts of the world.

310_ Mobility choices such as transit usage, walking, and cycling all require physical activity. This physical effort exerted in active forms of mobility is an excellent way to keep children, adults, and seniors physically fit and generally healthier. However, to reasonably expect people to choose these forms of mobility, we need to offer viable and attractive mobility options. This will happen only if we are deliberate in the way that we plan our mobility infrastructure.

311_ The way that we design our rights-of-way will have a large impact on the quality of life that we can offer in London and will also play a large role in defining the image of our city.

312_ Building our city to accommodate attractive mobility choices is environmentally sustainable and helps us to be more resilient to changes in energy costs that may come in the future.

WHAT ARE WE TRYING TO ACHIEVE?

313_ Through the plans and actions we take to design and build our mobility infrastructure, we will:

1. Link our land use plans and our mobility infrastructure plans so that they are mutually supportive.
2. Support the efficient, safe and convenient movement of goods and services.
3. Utilize rapid transit services to strategically promote and stimulate intensification and support our growth management policies.
4. Place a high priority on the pedestrian and cycling environment in the design of streets and adjacent development within the Primary Transit Area.
5. Plan for development (use, intensity and form) that is conducive to the efficient operation and increased usage of public transit, walking and cycling.
6. Design streets and rights-of-way to provide a variety of safe, convenient, attractive, viable, and accessible mobility choices for all Londoners.
7. Provide strong linkages between key origins and destinations within our city including the Downtown, Transit Villages, employment areas, major institutions, and major open spaces.
8. Support and effectively connect to future high speed rail that connects London to large centres across North America.
9. Develop a mobility network that is conducive to the provision of emergency services to all areas of the city.
10. Create opportunities for connecting London to the surrounding region through on- and off- street cycling pathways.

HOW ARE WE GOING TO ACHIEVE THIS?

REGIONAL CONNECTIONS

314_ The city's mobility network will be enhanced by connecting to rail service. It is a long-term goal to connect London to a high speed rail network that will link our city to the Windsor-Toronto corridor and the Chicago-New York corridor.

315_ The city's mobility network will be well connected to the airport. The airport will continue to be developed so that important connections are offered within the province, across Canada and internationally.

316_ Mobility and related infrastructure will be established to foster the London International Airport's role as a multi-modal hub for the movement of goods and people.

317_ The primary hub for international, inter-provincial, and inter-municipal connections by rail and bus will be directed to a central location within the Downtown.

318_ Regional transit will be pursued and the requisite infrastructure to support it will be established.

319_ Investments in new and existing mobility infrastructure will support the safe and efficient movement of goods to national and international ports.

> HIGH SPEED RAIL

320_ The City's rapid transit hub should coincide with the high speed rail station within Downtown London to make rapid transit connections to rail as convenient as possible.

321_ Commuter parking facilities may be established at the Transit Villages to allow for regional population to easily connect to the Downtown and high speed rail services.

322_ Public parking, showers, lockers and outdoor amenity areas should be provided in support of the high speed rail station.

323_ The high speed rail station will be well connected to the major destinations within the Downtown. These routes will offer a very high level of pedestrian amenity.

324_ Centrally located rail yards and facilities that could be utilized for high speed rail vehicle storage and maintenance over the long term will be protected, where practical and possible.

325_ Expected high speed rail corridors within the City will be protected from encroachment, pending the completion of the Province's plans for high speed rail route alignments.

CITY-WIDE NETWORK

326_ The City will establish the upper limit of Level of Service (LOS) "E" during the peak hour period on all streets, excluding Neighbourhood Connectors and Neighbourhood Streets. Streets that do not meet these conditions should be reviewed for traffic capacity as per the *Transportation Master Plan*.

327_ A network of active mobility facilities will be integrated with public transit stations and vehicles.

328_ Transportation-supportive public facilities will be sited within neighbourhoods to support all forms of mobility.

329_ Civic infrastructure will be designed to promote all forms of mobility within neighbourhoods and throughout the city.

330_ An Intelligent Transportation System (ITS) strategy may be prepared to improve mobility throughout the city.

331_ Connectivity ratio refers to the degree to which a street network is well connected, allowing for easy mobility in every direction. This ratio is calculated by dividing the number of street segments in a neighbourhood by the number of intersections, dead ends, and cul-de-sacs in that neighbourhood added together. A higher connectivity ratio represents a better-connected street pattern.

332_ To achieve a high level of connectivity that can support all forms of mobility, street networks within new neighbourhoods will be evaluated for their connectivity ratio. A ratio of 1.5 or higher will be used as a target.

333_ Neighbourhoods should be designed to use public spaces and parks to serve as mobility linkages through and between neighbourhoods.

334_ Interchanges and grade separations will be designed to ensure transit movements, cycling, and pedestrian movements are safe and well connected.

335_ A Transportation Impact Assessment (TIA) may be required for planning and development applications to identify, evaluate and mitigate transportation impacts. City Council may adopt *Transportation Impact Assessment Guidelines* to assist in the preparation of a transportation impact assessment.

336_ Access management will be applied with the objective of limiting driveways onto major streets. Where appropriate, Neighbourhood Connectors and Neighbourhood Streets intersecting with major streets may be used to access sites fronting onto Civic Boulevards, Urban Thoroughfares and Rapid Transit Corridors. City Council may adopt *Access Management Guidelines* to provide further details on appropriate access design for sites.

337_ A *Transportation Master Plan* may be prepared and updated regularly, to conform with the policies of this Plan and implement these policies in a more detailed way.

TRANSIT

338_ The highest level of transit service will be provided within the Primary Transit Area.

339_ A rapid transit network will be established in conformity with the Our City policies of this Plan, including the City Structure policies.

340_ The rapid transit network will connect the Transit Villages and major activity generators, including many of our educational and health care institutions, with the Downtown.

341_ The rapid transit system will be designed to attract and stimulate intensification, urban regeneration and economic development.

342_ Rapid transit will be designed to contribute to London's image as an innovative, forward-thinking, sustainable city.

343_ Rapid transit facilities that could be utilized for vehicle storage and maintenance over the long term will be identified and protected, where practical and possible.

344_ Planned rapid transit corridors within the City will be protected from encroachment, in conformity with the Our Tools part of this Plan.

345_ Transit stations will be identified on Map 3 - Street Classifications. The areas surrounding these stations will have a high standard of design to support mobility choices and the built form will be transit-oriented consistent with the applicable place type.

ACTIVE MOBILITY

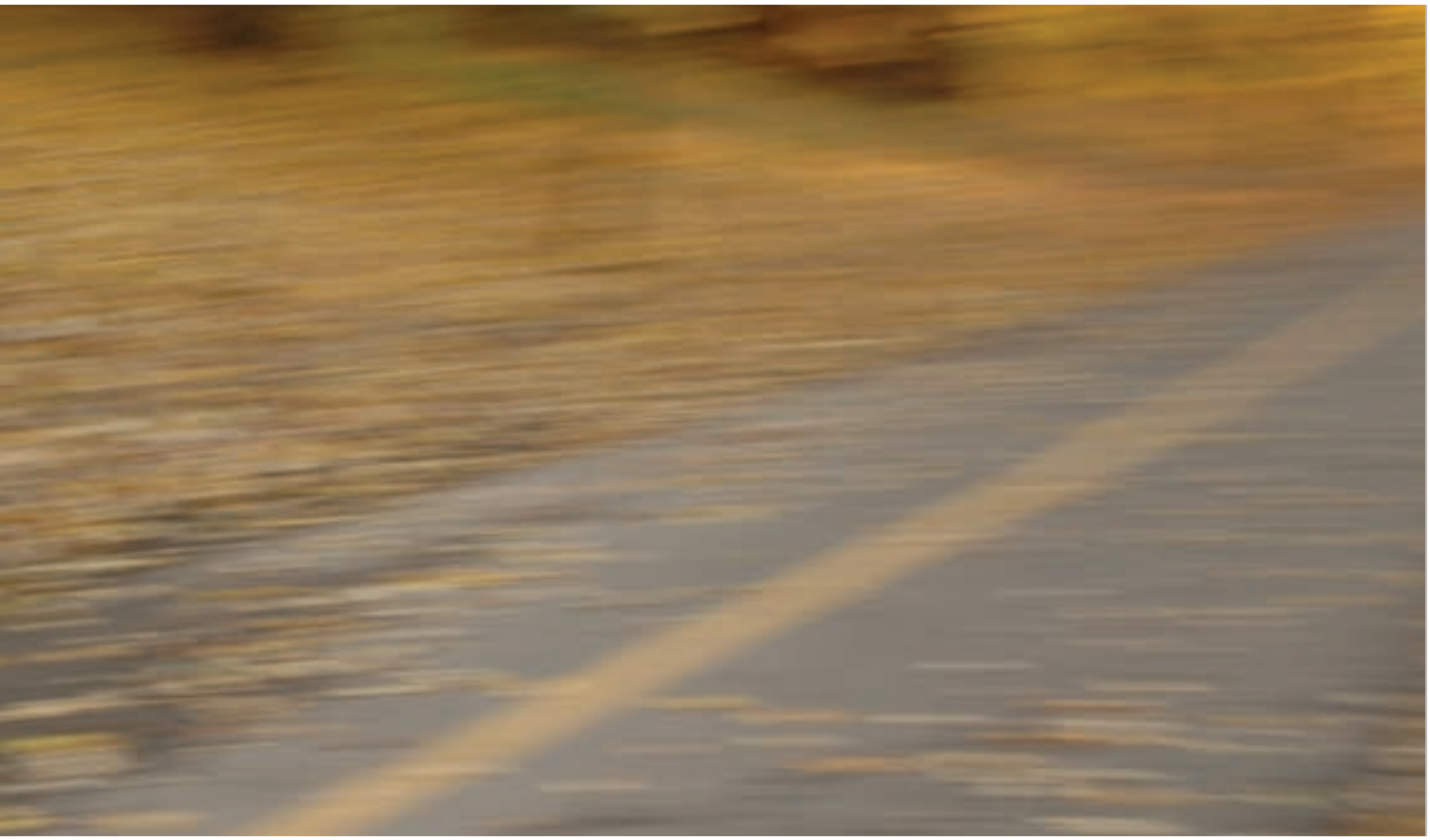
346_ Active mobility, with a key focus on walking and cycling, is recognized as a mode of transportation that can play a positive role in improving mobility and quality of life as part of a balanced mobility system.

347_ The active mobility network is shown on Map 4 of this Plan. This planned network will be considered in the evaluation of all planning and development applications.

348_ Active mobility features will be incorporated into the design of new neighbourhoods and, where possible, enhanced in existing neighbourhoods to ensure connections to the street and transit system.

349_ To support walkability, sidewalks shall be located on both sides of all streets, with possible exceptions in the following instances. In most of these instances a sidewalk will be required on one side of the street.

1. Cul-de-sacs, dead-end streets, or crescent-shaped streets that extend less than 250 metres, do not make connections between streets, and do not connect to neighbourhood features or amenities.
2. Portions of streets flanking natural heritage features or areas.
3. Portions of streets flanking a Green Space that includes alternative active mobility infrastructure parallel to the street.
4. Window streets adjacent to higher-order streets such as Civic Boulevards or Urban Thoroughfares where sidewalk extensions join a boulevard sidewalk on the higher-order street.
5. Portions of streets that have a designated multi-use pathway within the boulevard on one side.
6. Streets classified as Expressways or Rural Thoroughfares.
7. Street reconstruction or retrofit projects, where the existing conditions such as mature trees, right-of-way widths, or infrastructure would impede sidewalks on both sides of the street. *(OPA 78)*



350_ To support walkability, streets classified as Urban Thoroughfares or Civic Boulevards within the Primary Transit Area, and all Rapid Transit Boulevards and Main Streets, may include a hard surface from the curb to the building, that serves as the sidewalk.

351_ All public works within the Primary Transit Area will be designed to support a high-quality pedestrian and cycling environment. A heightened standard of maintenance should be applied to active mobility infrastructure within the Primary Transit Area.

352_ A *Cycling Master Plan* may be prepared, in accordance with *Ontario's Cycling Strategy*, to establish a plan that connects key origins and destinations through a complete network of cycling infrastructure for commuting by bicycle and another complete network for recreational cycling. Where possible and appropriate, there will be overlap between these two networks.

353_ The *Cycling Master Plan* should identify cycling infrastructure such as secure bicycle parking, bike racks on buses and change rooms and shower facilities to support cycling and multi-modal forms of mobility.

354_ The *Cycling Master Plan* should identify maintenance standards for all bicycle infrastructure.

355_ The *Cycling Master Plan* should also include standards for signage and lane identification and protection as well as educational initiatives to promote safe cycling in London.

356_ A financial plan should be established to implement the *Cycling Master Plan* within a defined, and reasonable, timeline.

357_ Cycling routes and pedestrian pathways will provide linkages between open space areas, neighbourhoods, centres, corridors, employment areas and the public transit services and will enhance the convenience, safety and enjoyment of walking and cycling.

358_ All street reconstruction and/or street widenings will incorporate cycling or cycling-related infrastructure where identified by the *Cycling Master Plan*.

359_ The City may prepare a winter maintenance program for all forms of active mobility to ensure safe access and usage of the active mobility network.

360_ A maintenance program will be established for a winter cycling network as identified in the *Cycling Master Plan*.

361_ Active mobility audits may be undertaken to evaluate the quality of pedestrian and cycling environments, identify deficiencies, and prioritize for improvements.

TRANSPORTATION DEMAND MANAGEMENT

362_ Municipal commuter parking facilities will be established at strategic locations, to connect with other mobility choices and service surrounding communities.

363_ Commuter parking facilities integrated with transit will be directed to Transit Villages and transit station areas. These facilities will be designed to fit within the context of the surrounding area and should, where possible, be incorporated with other structures/buildings in the area.

364_ Improvements to the mobility network will be planned with an emphasis on active mobility, improved transit services, and Transportation Demand Management (TDM) targets.

365_ A Transportation Demand Management Program may be provided as part of a complete planning and development application to identify strategies and actions to reduce car dependence and support other transportation modes, and may support reduced parking requirements. The Transportation Demand Management Program may:

1. Be integrated with required transportation impact assessments submitted to support the proposed development.
2. Identify design and/or programmatic means to reduce single occupancy vehicle uses.
3. Identify the roles and responsibilities of the property owner with respect to each recommended program and its implementation.
4. Identify the operational and financial roles and responsibilities of the property owner including, but not limited to, program development, implementation and ongoing management and operations of the transportation demand management plan and/or program. *(OPA 68)*

PARKING

366_ Parking strategies may be prepared to:

1. Evaluate current and future parking demand and plan for an adequate supply of parking.
2. Plan for initiatives to reduce parking demand.
3. Establish on-street parking policies.
4. Develop a pay-for-parking system for on-street parking in high demand locations.
5. Plan for shared central parking facilities.
6. Support the integration of parking facilities with active modes of travel.
7. Coordinate parking facilities with transit services.
8. Manage parking supply and demand to support rapid transit.
9. Develop an Intelligent Transportation System (ITS) strategy for parking management.

367_ Exemptions from all or part of the required parking for a proposed development in the Downtown may be granted in exchange for cash-in-lieu of parking, where appropriate. An agreement to this effect will be entered into between the City and the developer.

368_ Parking requirements may be reduced for developments that provide associated carshare and bikeshare services.

369_ Where a request is made for a minor variance to the parking requirements, as established in the *Zoning By-law*, the approval authority may require a parking study.

STREETS

370_ The following policies describe the classification of streets and the intended character, goals and functions to be used for the planning and design of public rights-of-way:

1. Provincial Highway
2. Expressway
3. Rapid Transit Boulevard
4. Urban Thoroughfare
5. Civic Boulevard
6. Main Street
7. Neighbourhood Connector
8. Neighbourhood Street
9. Rural Thoroughfare
10. Rural Connector

371_ The following policies describe the goals, function and character to be used in the design of the right-of-way for each street classification:

1. Provincial Highway
    a. Priority for vehicles and freight movement
    b. Moves high volumes of vehicular traffic
    c. Provincially managed corridor
2. Expressway
    a. Priority for vehicles and freight movement
    b. Moves high volumes of vehicular traffic
    c. Quality standard of urban design to promote the City
3. Rapid Transit Boulevard
    a. Priority on through movement and connection to/of transit vehicles
    b. Moves high volumes of traffic (pedestrian, cycle and vehicular)
    c. High-quality pedestrian realm
    d. High standard of urban design

4. Urban Thoroughfare
    a. Priority on through movement of vehicles and freight
    b. Moves high volumes of traffic (pedestrian, cycle and vehicular)
    c. High-quality pedestrian realm
    d. High standard of urban design

5. Civic Boulevard
    a. Priority on pedestrian, cycle and transit movements
    b. Moves medium to high volumes of vehicular traffic
    c. High-quality pedestrian realm
    d. High standard of urban design

6. Main Street
    a. Priority for pedestrians
    b. Moves medium to high volumes of cycle, transit and vehicular traffic
    c. Minimize width of vehicle zone
    d. High quality pedestrian realm
    e. High standard of urban design

7. Neighbourhood Connector
    a. Priority for pedestrians
    b. Move low to medium volumes of cycle, transit and vehicle movements
    c. Minimize width of vehicle zone
    d. High-quality pedestrian realm
    e. High standard of urban design

8. Neighbourhood Street
    a. Priority for pedestrians
    b. Move low to medium volumes of cycle, transit and vehicle movements
    c. Minimize width of vehicle zone
    d. High-quality pedestrian realm
    e. High standard of urban design

9. Rural Thoroughfare
    a. Priority on through movement of vehicles, farm equipment and freight/goods.
    b. Quality standard of urban design

10. Rural Connector
    a. Priority on movement of vehicles, farm equipment and freight/goods.
    b. Quality standard of urban design

372_ Table 6 - Street Classification Design Features provides the planned street width and other design features for each street classification. These design features will ensure that the goals, function, and character identified for each street classification are achieved.

372A_ While all of the criteria relating to the Street Design Zones listed on Table 6 and shown in Figure 21 should be met, there may be instances where they are not achievable based upon the specific context.

372B_ The Our Tools section of this plan contains policies for the consideration of an alternative width from the planned street width shown on Table 6.

373_ Streets, with the exception of Neighbourhood Streets, are identified by street classifications on Map 3 - Street Classifications of this Plan.

TABLE 6 - STREET CLASSIFICATION DESIGN FEATURES

	STREET CLASSIFICATION				
DESIGN FEATURES	Provincial Highway	Expressway	Rapid Transit Boulevard	Urban Thoroughfare	Civic Boulevard
Planned Street Width (Width of Right-of-Way)	x	100m	50m	45m	36m
VEHICLE ZONE					
Divided and/or Separated	x	•	•		
On-street Parking (Additional to Through Lanes)	x		•	•	•
On-street Parking (In Through Lanes)	x		•	•	•
Cycle Facility	x	•	•	•	•
Left Turn Lanes	x		•	•	•
Right Turn Lanes	x			•	•
Planted Medians	x		•	•	•
Curb Extensions	x				
PEDESTRIAN ZONE					
Hard Surface (From Curb to Building Face)	x		•		
Standard Sidewalk (1.5m wide, Both Sides)	x		•	•	•
Coordinated Utilities	x		•	•	•
Street Trees	x	•	•	•	•
Street Furniture	x		•		
Pedestrian-scaled Lighting	x		•		
Landscape Planters	x		•	•	•
Grass Boulevard	x		•	•	•
Enhanced Cross-walk Treatments	x		•		
Low Impact Development	x	•	•	•	•
UTILITY ZONE					
See policies in the Civic Infrastructure and City Design Chapters					
DEVELOPMENT ZONE					
See applicable place type					

x - MTO will set standards for the street classification.

• - Design features are to be applied and refined through the planning and design process. Not all design features may be applicable in every situation.

STREET CLASSIFICATION					
Urban Thoroughfare/ Civic Boulevard in Primary Transit Area	Main Street	Neighbourhood Connector	Neighbourhood Street	Rural Thoroughfare	Rural Connector
36m	Same as Underlying Street Classification	23m	20m	36m	26m
•	•				
•	•	•	•		
•				•	•
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•	•			•	•
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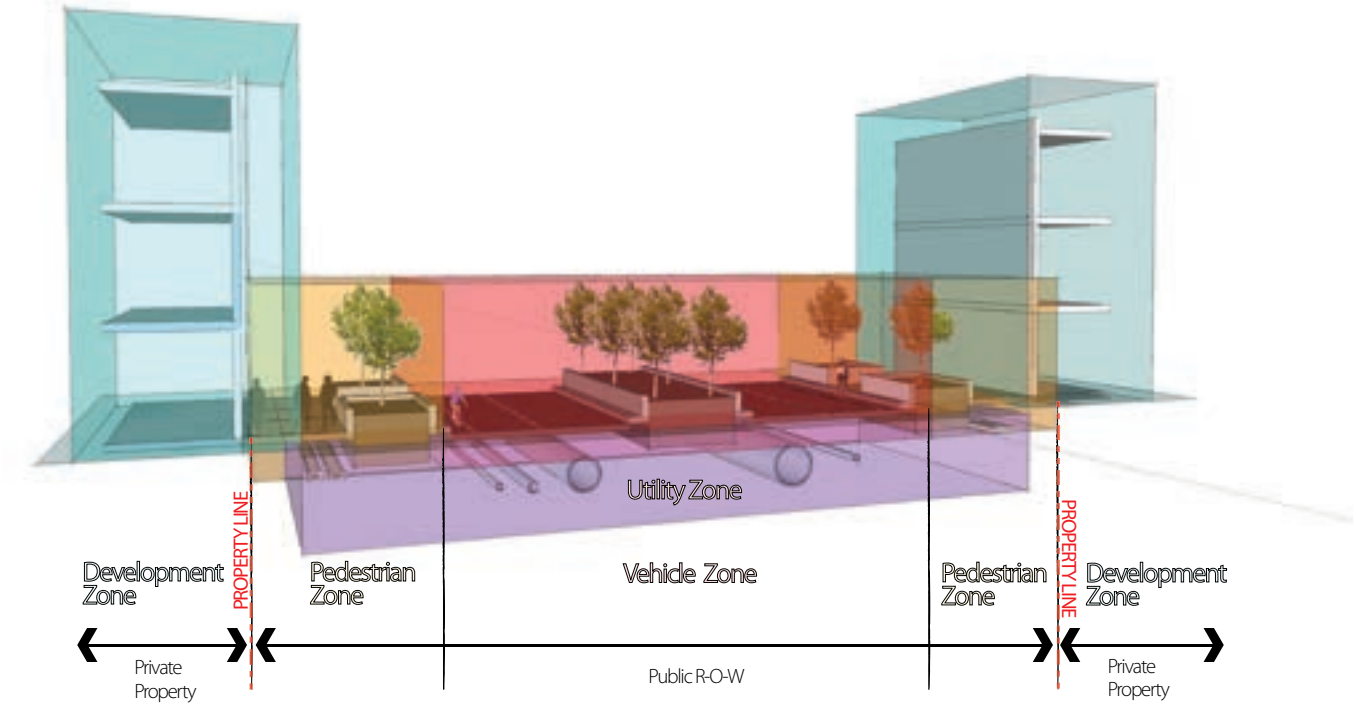
FIGURE 21 - STREET DESIGN ZONES



374_ A privately initiated amendment to *The London Plan* to change the street classification shown on Map 3, abutting a property, has the potential to have a negative impact on the vision for *The London Plan* or raise significant issues for mobility planning and will be strongly discouraged. However, in the event that a privately initiated amendment to a street classification is proposed, the following criteria will be considered together with all of the relevant policies of this Plan:

1. The potential to undermine or enhance the street network, continuity of the associated place type and street classification hierarchy.
2. The impact of the change in street classification on the ability to accommodate the development's use, intensity and form originally contemplated through the classification of the adjacent street.
3. If the amendment is for a higher-order street classification, the availability of civic infrastructure, in place or planned, to accommodate the ultimate design of municipal services for the area to be serviced.
4. Adverse impacts relating to traffic volumes, safe movements, and accessibility or other mobility matters on adjacent place types.
5. The degree to which the proposed street classification is compatible with, and is a good fit within, the context of the pedestrian and development zones of the street right-of-way.
6. The extent (length) of the segment proposed to be re-classified will not undermine or impair the planned function of the street classification or adjacent place type.

375_ Additions to Map 3 will conform with the City Structure Plan in the Our City part of this Plan.

376_ Provincial highways are identified on Map 3 and are managed and designed to standards identified by the Ministry of Transportation.

377_ Development adjacent to or in proximity with a Provincial Highway may be subject to Ministry of Transportation permits and permit requirements pursuant to the *Public Transportation and Highway Improvement Act*. MTO permit requirements include, but are not

limited to access management, traffic impact studies, stormwater management reports, site/servicing plans and any other technical studies the Ministry of Transportation may require.

378_ A *Complete Streets Design Manual* may be prepared to establish the design parameters for the public realm and the overall cross-sections for the street classifications identified above.

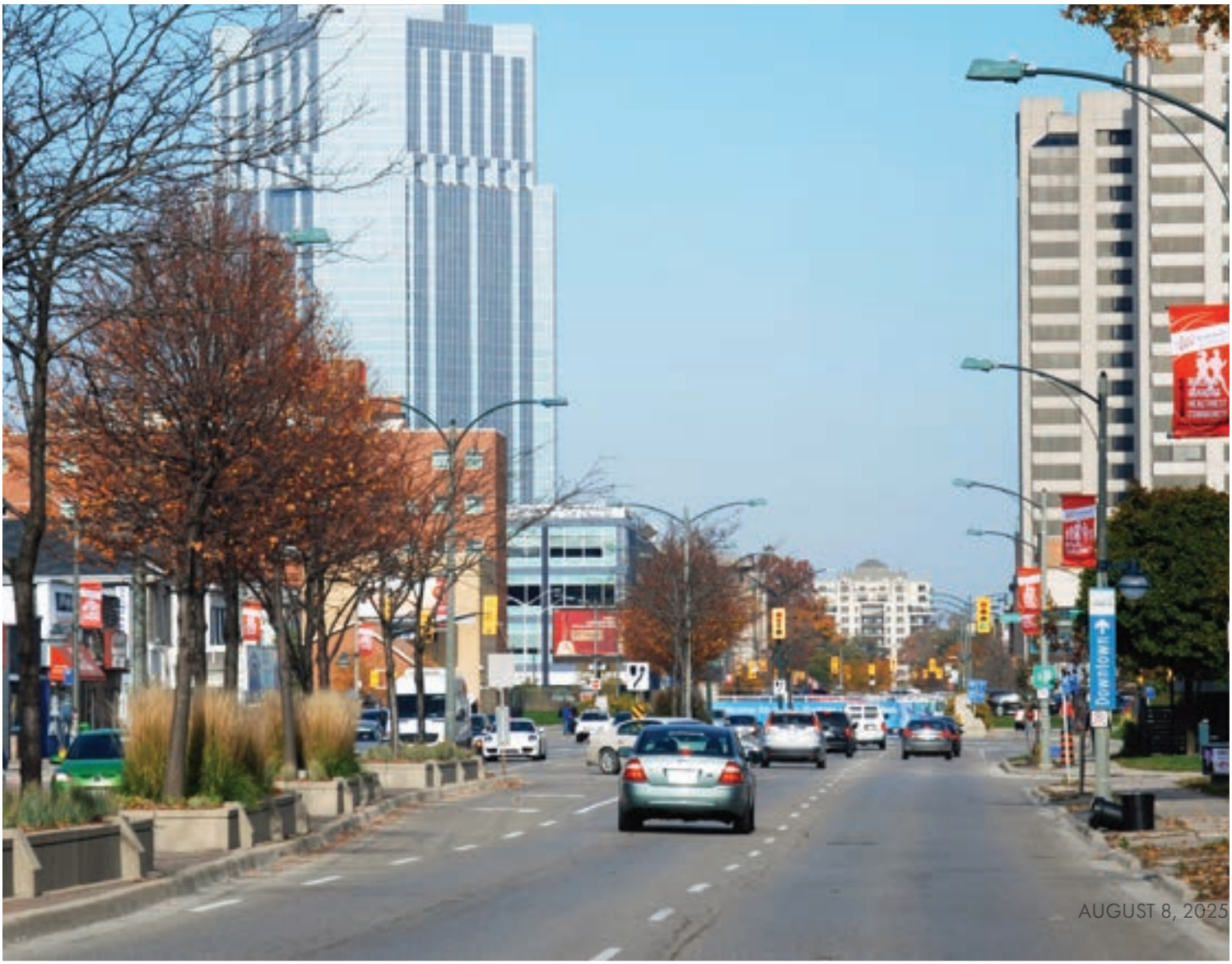
PROTECTION AND ACQUISITION OF LANDS FOR MOBILITY INFRASTRUCTURE

379_ The City will protect streets, transit rights-of-way, and other components of the mobility network in the review of planning and development applications. Where the alignment or location of proposed mobility infrastructure has been determined, required lands shall be protected from development. Where the alignment or location of mobility infrastructure has not been determined, and development is proposed on lands that may be required, the alignment will be established by one of the following:

1. Completion of a Municipal Class Environmental Assessment.
2. A corridor study or functional transportation planning study as described below.

380_ A functional transportation planning study that establishes the alignment of proposed mobility infrastructure may address, but will not be limited to, development patterns, land ownership, impact on existing land uses or natural features and areas, planned street character identified in Table 6, and engineering studies.

381_ Lands may be acquired by the City for mobility purposes in conformity with the Our Tools part of this Plan and in accordance with the *Planning Act*.



DILLON

Forest City

WHAT IS THE FOREST CITY?

382_ London has been known as *The Forest City* since the mid 1850's and we, as residents, are passionate about our Urban Forest. Our geographic location affords London with climatic conditions suitable for growing a wide range of tree species. The Urban Forest is an ecosystem dominated by trees but that also includes other vegetation, soil, water, and wildlife as integral components. It transcends public and private ownership and consists of both individual and groups of trees in environmentally significant areas, parks, wetlands, woodlands, plantations, riparian areas, ravines, fields, along boulevards, and in private yards.

383_ As of 2008, there were over 4.4 million trees within the Urban Growth Boundary, approximately 3.3 million of which were on private property. There were another estimated two million trees outside the Urban Growth Boundary in the rural areas of London, mostly in private woodlands.

384_ All of the trees and associated vegetation within London's boundary contribute to our Urban Forest. This includes trees within the Urban Growth Boundary and within Rural London.

385_ For those areas of the Urban Forest that are components of the Natural Heritage System, the Natural Heritage policies of this Plan shall apply.

WHY IS THE FOREST CITY IMPORTANT TO OUR FUTURE?

386_ Trees provide the structure and ecological functions for much of our Natural Heritage System and the ecosystems within it. They stabilize slopes and replenish our soil with biodegradable materials. They provide the aesthetic context for our recreational infrastructure, such as tree-lined pathways, parks, and golf courses. They provide functional and pleasing streetscapes, back yards, and site development features for every type of use. They create the context for great places.

387_ Trees mitigate the impacts of climate change by reducing greenhouse gas emissions and providing shade, which cools us personally and reduces the energy required to cool our buildings. Trees improve air quality by absorbing pollutants and by producing oxygen. They give us spiritual well-being and an over-all higher quality and longevity of life. Trees improve watershed health by controlling water movement above and below the ground, thereby reducing erosion and surface runoff and improving water quality. Trees increase property values and provide an economic stimulus in commercial areas. Trees benefit not just the owners of the property on which they are located, but all of society.

388_ The Urban Forest is integral to London's identity and overall prosperity. As the Urban Forest is strongly influenced by land use decisions and development patterns, the planning, protection, and enhancement of London's Urban Forest is important for building an attractive, well-designed, and functional city environment. A thriving Urban Forest, such as that which we envision in 2035, will provide residents a healthy, safe, and secure environment while preserving and enhancing environmental, aesthetic, economic, social, cultural, and recreational values. Policies in the Rural Place Type chapters of this Plan also support the preservation, protection, and enhancement of the Urban Forest.

WHAT ARE WE TRYING TO ACHIEVE?

389_ Our goal is to plan for, and manage, our Urban Forest proactively such that:

1. The structure and function of the Urban Forest, including associated vegetation, is managed to provide maximum benefits and value in both urban and rural areas where possible.
2. From the time this Plan comes into force and effect, there is no net loss of tree canopy cover.
3. Our tree canopy cover increases over time.
4. The city's growth and development is managed over the long term to protect, conserve, and enhance the Urban Forest in a sustainable manner.
5. Our Urban Forest is managed and invested in as infrastructure, and trees are valued as important assets.
6. We establish policies, by-laws, practice standards, and guidelines that clearly define what trees will be preserved and what trees may be removed, to ensure the structure and functions of the Urban Forest are not harmed.
7. The health and sustainability of our Urban Forest is managed to address the impacts of insects, disease and environmental factors.
8. Good forestry and arboriculture management practices are employed.

HOW ARE WE GOING TO ACHIEVE THIS?

URBAN FOREST STRATEGY

390_ An *Urban Forest Strategy* and *Urban Forest Strategy Implementation Plan* are the guiding documents that will determine strategic directions and implementation mechanisms designed to support the policies of this Plan.

391_ The following three main strategies will be employed to manage our forest and to achieve the goals of this Plan:

1. Protect more - protect existing trees, woodland ecosystems, and other vegetation.
2. Maintain better and monitor - maintain the health, structure, functions, and value of the Urban Forest; monitor changes in health, structure, functions, benefits, and value of the Urban Forest.
3. Plant more - enhance the structure, function, and value of our Urban Forest through planting and rehabilitation of sites.

392_ Engagement of the public to manage private trees and woodlands is crucial to achieving tree canopy coverage targets and will be implemented through education, promoting stewardship, planting programs, and the development of policies, by-laws, standards and guidelines.

393_ It is a target of this Plan to achieve a tree canopy cover of 28% within the Urban Growth Boundary by 2035.

394_ The 20-year target identified above is intended to help us to achieve a long-term tree canopy cover of 34% within the Urban Growth Boundary by 2065. *(OPA 78)*

395_ Specific tree canopy cover and other targets for specific place types will be developed through the *Urban Forest Strategy Implementation Plan* and implemented through the *Zoning By-law* and other by-laws and guideline documents.

396_ Progress toward meeting these targets will be monitored as follows:

1. A tree canopy cover analysis will be prepared every five years to determine if tree canopy targets are being achieved.
2. An analysis of the structure, function, and value of the Urban Forest will be prepared at least once every ten years.
3. An inventory update and analysis of trees in boulevards, rural streets, manicured portions of parks and municipal properties will be completed at least once every ten years.

397_ Development shall generally be directed to areas outside of lands that are unsafe for development due to the presence of hazardous forest types for wildland fire, as defined in the *Provincial Policy Statement*. Development may be permitted in lands with hazardous forest types for wildland fire where the risk is mitigated in accordance with wildland fire assessment and mitigation standards.

STRATEGIC APPROACH

398_ To achieve our goals for London's Urban Forest, and to reach our tree canopy targets, we will take actions under three strategic areas:

1. Protect more
2. Maintain better and monitor
3. Plant more

> PROTECT MORE

399_ The following policies will be applied to support the strategy of protecting trees:

1. Tree inventories and tree preservation plans will be required for planning and development applications and infrastructure projects where trees exist on the applicable lands.

2. Tree inventories will be prepared to identify the trees on a site that may be impacted by the proposed development. Tree inventories may not be required for those treed areas that are to be retained. Tree preservation plans are to identify trees to be retained, removed, mitigated, and replaced by new tree planting.

3. Distinctive trees that are deemed healthy or structurally sound should be retained.

4. Where, having considered all options, there are no reasonable alternatives to tree removal, the following shall apply to allow for development that conforms with the policies of this Plan:

    a. A tree inventory will be prepared to record all trees over ten centimetres in diameter, measured at a height of 1.4 metres above the ground. All trees that are identified as species at risk shall be inventoried regardless of their size.

    b. Trees will generally be replaced at a ratio of one replacement tree for every ten centimetres of tree diameter that is removed. Guidelines, municipal standards, or by-laws may be prepared to assist in implementation of this policy.

    c. Trees should be replaced on the same site, however, if inadequate land is available on the site from which the trees are removed to accommodate the replacement trees, a cash-in-lieu fee by-law may be established by the City.

    d. The City will use funds from fees identified in policy 4.c. above, for programs and projects that support the *Urban Forest Strategy*.

    e. Street trees required as part of the planning and development approvals process may be counted as replacement trees as required by these policies.

5. Trees that are removed as a result of new municipal development or infrastructure works, will be replaced using the approach identified in 4.a. and 4.b. above and where space permits. Where sufficient land does not exist, the City may plant the required trees on other lands, or contribute cash-in-lieu as described in 4.c. above. Trees will only be removed for such works based on good forestry practices.

6. Individual municipal trees that are removed in connection with City maintenance operations shall be replaced on a one-to-one basis.

7. Trees that are identified as species at risk will be protected, in accordance with federal and provincial legislation.

8. A tree conservation by-law for private property will be established to prohibit the destruction of trees, unless and until such time as a tree cutting permit is obtained, where required.

9. A municipal tree protection by-law will be established to protect trees on municipal rights-of-way and other City-owned properties.

10. Building height and densities may be increased, in appropriate circumstances and in conformity with the Our Tools part of this Plan, to support the safe and long-term preservation of existing healthy trees, rare species, and wildlife trees.

11. *Policy Deleted (OPA 78)*

> MAINTAIN BETTER AND MONITOR

400_ The following policies will be applied to support the strategy of maintaining the Urban Forest and monitoring its health:

1. Good forestry management and arboricultural practices will be applied by the City and its agencies and will also be required of private sector property owners and utility companies as required by policy, by-law, guidelines, or conditions associated with development for all public trees.

2. Management plans will be prepared for various municipal woodlands to establish goals for each woodland and determine how they will be maintained for their sustainability and long-term health. Activities such as harvesting, invasive species management, burning, site preparation, pest management, juvenile spacing, brushing and/or planting may be required to ensure long-term sustainability or restoration of the woodlands.

3. Woodlands in parks will be managed for long-term sustainability and multiple woodland benefits, goods, and services. Public access and recreation may not always have priority.

4. New park acquisitions that contain woodlands, or parks that are intended to be planted or otherwise managed as woodland, will be serviced with an operational and inspection access point and an accessible landing area for woodland operations.

5. Appropriate trim cycles will be established for trees on rights-of way and other City property, recognizing that the trim cycle may vary with species, size, age, health, or location of the trees.

6. An Integrated Pest Management Plan may be required and implemented to manage pests in accordance with all applicable federal, provincial, and municipal laws.

7. The City may develop a program to collect and store seed from rare, endangered, and other suitable tree species or special individual trees for future planting initiatives in accordance with federal and provincial requirements.

8. Medians and boulevards will be designed to protect trees and support their establishment, long-term health, growth and development.

> PLANT MORE

401_ The following policies will be applied to support the strategy of planting more trees in London:

1. The principle of planting the right tree in the right place will guide all municipal and private development-related tree planting. This involves the assessment of a tree's long-term survival, growth, and health prospects within the context of its urban environment.

2. Tree planting will focus on the preferential planting of large shade tree species where possible to maximize long-term benefits.

3. Native species trees will be preferred for planting, recognizing that non-native species play an important role where native species do not survive and grow well in urban conditions or for specific landscape objectives.

4. All street cross-sections should be designed with below and above-grade infrastructure and sufficient soil volume to accommodate mature trees and allow for their long-term survival, growth, and health.

5. Where shade trees are proposed to be planted in areas of hardscape, such as medians, sidewalks, plazas, parking lots and other public spaces, best management practices and green infrastructure techniques may be required as a condition of development, in order to achieve long-term survival, growth, and health of the trees.

6. For all municipal infrastructure renewal or facilities projects, protecting existing trees and tree planting will be a high priority. Tree planting will be incorporated at the earliest design phases of all municipal projects. The design will maximize potential plantable space and include planting available locations within the project area limits.

7. Shade trees should be incorporated into designs, planted, and maintained to achieve an effective tree canopy cover along non-motorized mobility routes, such as sidewalks, cycling lanes and pathways, and around public gathering places such as plazas, transit stops, benches, and playgrounds, in conformity with the City Building policies of this Plan.

8. In appropriate locations, double rows of trees may be required within the right-of-way in new neighbourhoods to create a distinct treescape at a focal point, gateway, or other key location.

9. Where appropriate, treescape plans may be prepared and adopted as guideline documents or standards for tree planting on private and public property. Distinctive neighbourhood and street character will be maintained and created through the enhanced planting of trees with particular attributes, such as size, shape, or seasonal colour.

10. Ensure that an adequate level of tree planting has been incorporated into developments for visual aesthetics, shade, cooling, and establishing quality pedestrian environments in neighbourhoods and within sites, in conformity with the policies of this Plan.

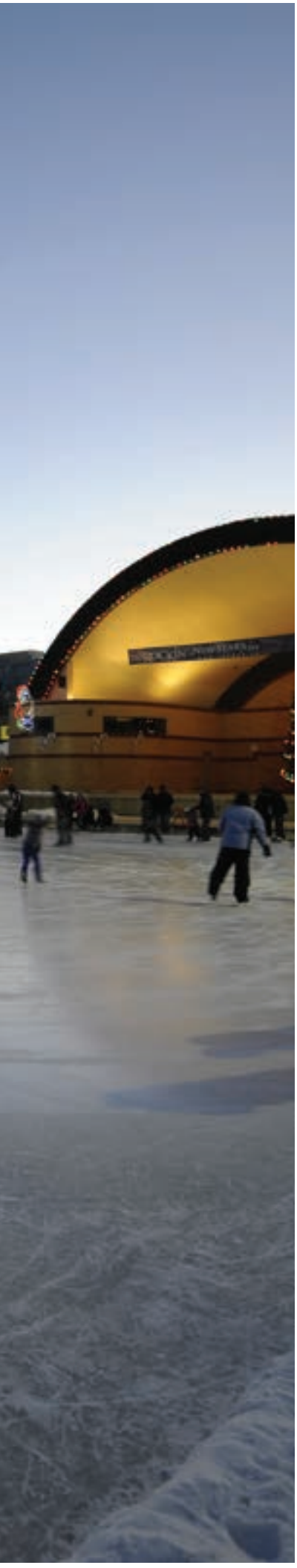
11. A tree planting plan may be required for planning and development applications and implemented and enforced through appropriate planning and development conditions. It is intended that all subdivision developments shall be designed to accommodate street trees in the right-of-way in front of all properties in accordance with City standards and guidelines. However, if this is not possible then those trees may be required to be planted in private yards where space allows to compensate for tree deficiencies.

12. Tree canopy cover, tree establishment, and soil quantity and quality standards may be developed to ensure that the tree canopy cover targets of this Plan are achieved.

13. Where a distinctive tree landscape has been identified within a Heritage Conservation District and a tree must be removed, the aim shall be to preserve the heritage landscape through the replacement of the same or similar species in a location as close to the original tree as possible, in accordance with the relevant municipal guidelines, standards, and by-laws. Invasive species will not be re-planted, but will be replaced with a tree that fits well within the context of the streetscape.

14. Surface parking lots should be designed to include a sustainable tree canopy. Appropriate soil volume, drainage, and appropriate technology will be used to ensure the long-term sustainability of these trees.

15. The City will support and collaborate with community organizations to foster stewardship and facilitate additional tree planting in London by institutions, businesses, and individuals. The City shall encourage tree planting programs by all sectors of the community that lead to the planting of native tree species and achievement of tree canopy cover targets.



Parks and Recreation

WHAT IS PARKS AND RECREATION?

402_ Our parks include our trails and pathways, city-wide gathering places like Victoria Park and Springbank Park, sports fields, neighbourhood parks, larger district parks and smaller civic spaces. Our recreational facilities include community centres, arenas, indoor and outdoor pools, and seniors' centres. Combined, these are the places where we come together as Londoners, for city festivals, sports activities, all forms of leisure and recreation, and to meet our neighbours.

WHY IS PARKS AND RECREATION IMPORTANT TO OUR FUTURE?

403_ Our parks and recreation facilities have been called our "third space" – they are places we can live outside of our homes and our workplaces. They play a large role in defining our quality of life and research has shown that even small investments in parks and recreation yield important economic, social, and environmental returns that benefit all Londoners by supporting healthy life styles, strong neighbourhoods, and environmental sustainability. In doing so, our parks play a significant role in our goal to create healthy communities.

404_ Our natural, unprogrammed parks and open spaces help with the protection of our natural features and allow Londoners the opportunity to be with nature and get away from the more urban qualities of our city. Our more traditional parks give us the opportunities for recreational pursuits that involve physical activity – such as various organized sports, cycling, running, and walking. Smaller, more urban spaces give us places to linger and talk with our neighbours, read, and relax. Our parks provide us with a sense of place and identity – for our neighbourhoods, business areas, and our city as a whole. Great public spaces increase adjacent property values and encourage economic development.

405_ Our recreation facilities offer a wide variety of leisure and recreational possibilities for all ages, and serve as community hubs. Spread across the city, they provide neighbourhood-level and city-wide services, giving Londoners the opportunity to access information, acquire new skills and knowledge, increase personal health, reduce stress, develop stronger social skills and bonds of friendship, and stay independent longer.

406_ The Thames Valley Parkway multi-use pathway system is one of London's most valuable assets for generating our prosperity. It gives London an advantage over other cities, as it stretches from the downtown in all three directions along the north, south and main branches of the Thames River, providing a beautiful setting for recreational walking, running, and cycling. It links many origins and destinations, providing a free and fully accessible form of mobility and active living in a park-like setting. As we continue to make the linkages that complete the Parkway over the next 20 years, it will play a major role in helping London to attract a quality labour force and investment in our city.

WHAT ARE WE TRYING TO ACHIEVE?

407_ Through reinvestments in existing parks and facilities and in the planning and approval of new developments in the city, the primary principle to be achieved is the creation of a parks and recreation system that affords all Londoners, regardless of age, ability, culture, income or neighbourhood, the opportunity to participate and share in the benefits of the City's parks and recreational facilities.

408_ In the development of the system, we will strive to develop facilities, amenities and programming that are flexible, serve multiple users and can be linked to broader community strategies and initiatives related to health, economy, development, mobility, education, sustainability, and growth management. Specifically, we will:

1. Develop beautiful, functional, iconic parks and public spaces that give London a sense of place and identity and provide exciting places for Londoners to come together.
2. Distribute parks of different types throughout the city ensuring that all neighbourhoods are well served with a variety of recreational and leisure opportunities.
3. Ensure parks and public facilities are accessible and attractive to Londoners of all ages, lifestyles, and abilities.
4. Plan for, and create, a continuously linked cycling network throughout the city.
5. Use smaller urban parks and civic spaces to create inviting places in neighbourhoods and business areas.
6. Connect neighbourhoods by developing a continuous system of linked parks and public open spaces.
7. Recognize and develop the Thames River Valley and its tributaries for their public recreational and environmental resources, consistent with the *Thames River Valley Corridor Study* and in conformity with the policies of this Plan.
8. Invest and reinvest in community recreation facilities to support evolving recreation and leisure needs.
9. Seek out partnership opportunities in the provision of recreation and leisure services that maximize the benefit to Londoners.
10. Where appropriate, support community food systems.

HOW ARE WE GOING TO ACHIEVE THIS?

409_ To achieve our objectives, we will plan and provide for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parkland, public spaces, open space areas, trails and linkages, and water-based resources, and provide opportunities for public access to shorelines, consistent with the *Provincial Policy Statement*.

410_ All planning and development applications, plans, public works, and by-laws will conform with the following policies:

1. A *Parks and Recreation Strategic Master Plan* may be prepared and adopted as a guideline document to assess the current state of the parks and recreation system, identify gaps and needs, and plan for future investment that is strategic and in conformity with the policies of this Plan, and in accordance with the *Planning Act*.

2. Lands will be acquired for use as parkland primarily through the following methods: dedication, purchase, donation or bequest, and expropriation. Other open spaces that are privately-owned but accessible to the public, will be established through planning and development approval processes. Parkland dedication policies are provided in the Our Tools part of this Plan.

3. Priorities for parkland acquisition will be based on existing and proposed population densities within a park's service area, existing facilities and their accessibility to neighbourhood residents, support for the intensification goals of this Plan, the suitability of lands available for sale, and the potential to create a more continuous or linked park system.

4. Woodlands and other natural areas may be acquired through parkland dedication.

5. Through the *Development Charges By-law*, and in accordance with provincial legislation, development charges will pay for the development of new parkland and recreational amenities that are to accommodate growth. Both greenfield and infill/intensification forms of growth will be recognized in calculating new parkland capital needs.

6. Wherever possible, the creation of a continuous linked open space system utilizing linear parks in addition to more traditional block-shaped parks will be achieved by linking parks and public spaces in new subdivisions, establishing linkages through acquisition as opportunities arise, and pursuing the potential use of utility corridors, abandoned or unused rights-of-way, and abandoned railway lines as opportunities emerge.

7. Where applicable, pedestrian pathways and bicycle pathways will be acquired by the City in accordance with the municipal land dedication requirements of the Planning Act or through purchase, donation, bequest, and/or expropriation, or any other means authorized by by-law.

8. Where appropriate, opportunities will be sought to create shared park/school complexes and campuses with local school boards and other institutions to maximize the use of these facilities and to coordinate the design for mutual benefit.

9. Where a school site is declared surplus by a school board the City may undertake an analysis to determine neighbourhood need and explore opportunities for acquiring the site for park and/or community facility purposes if required.

10. In keeping with the Mobility policies of this Plan, a *Cycling Master Plan* may be prepared to establish a plan that connects key origins and destinations through a complete network of cycling infrastructure.

11. Linear open space parks will serve to provide a cycling infrastructure that is primarily recreational in nature, but will also allow for lower speed cycling that will accommodate commuting.

12. Maintenance programs and associated budgets will be prepared to ensure that the parks and open space system is safe, accessible, well maintained, and usable by Londoners for as many days of each year as possible.

13. Parks and open spaces shall be utilized to increase tree canopy and woodland cover in the city and assist in mitigating and adapting to climate change.

14. Where possible and as appropriate, parks and open spaces will be used to support our food system – creating opportunities for food production and distribution and helping to support pollinators.

15. In the development or redevelopment of parks and recreation facilities, the City will engage residents in a discussion about their needs.

16. City standards for the design and development of parks and open spaces shall be prepared and updated as needed to ensure that new park spaces and the redevelopment of older parks meet current technical requirements.

17. The *Corporate Asset Management Plan* will incorporate consideration of parks so that this important municipal asset is managed for sustainability. *(OPA 21)*

PARK CLASSIFICATIONS

411_ Within our city, parks will be designed for a diversity of facilities, services, and programming that enables and attracts residents of different cultures, ages, and abilities to access and participate in an active lifestyle. The park system will be designed to present opportunities for people to utilize parks in a variety of ways, with amenities that support everything from casual unprogrammed activities, to specialized recreational amenities, to high-level sports tournaments. To support a broad array of recreational amenities across the city, parks have been categorized into the following classifications:

1. Neighbourhood Parks
2. District Parks
3. Sports Parks
4. Urban Parks
5. City-wide Parks
6. Civic Spaces
7. Woodlands
8. Open Spaces

> NEIGHBOURHOOD PARKS

412_ Neighbourhood Parks are intended to function as a focal point within a neighbourhood and are designed to serve the needs of local neighbourhood residents by supporting both organized and unprogrammed activities. Neighbourhood Parks shall have a walkable service radius of 800 metres and generally not require the crossing of major streets. Parks will be designed to reflect the demographics of the surrounding area and may focus on children and youth recreational needs, but will also offer appropriate spaces, shaded seating areas and other amenities for a broader demographic. Typical features include: play structures, pathway loops, seating/gathering areas, unlit sports fields, multi-use pads, and basketball courts. Typically, parking is not provided within neighbourhood parks, but may be required to suit restrictions on adjacent street systems.

> DISTRICT PARKS

413_ District Parks are intended to serve groups of neighbourhoods and are designed with an emphasis on facilities for organized sports and unprogrammed activities which may include: lit sports fields, spray pads, tennis courts, skateboard parks, parking lots, major play structures, gathering areas, ample benches, and shaded areas. District Parks will provide a higher level of accessibility for all Londoners. These parks may include lit amenities and associated parking areas on the street and/or in parking lots. *The Parks and Recreation Strategic Master Plan* will identify the need for these parks across the city, and the associated recreational facilities that may be planned within or adjacent to them to maximize land utilization. A District Park will often serve as the neighbourhood park for the local community and provide neighbourhood amenities as well.

> SPORTS PARKS

414_ Sports Parks are designed to accommodate multiple high-end sports fields and service larger areas in the city. These parks are generally programmed to service sports associations and tournaments. Sports fields in this park category are often irrigated and fully lit, contain lit parking lots, streets and pathways, as well as washroom and change room facilities. A Sports Park may serve as the neighbourhood park for the local community and provide neighbourhood amenities as well.

> URBAN PARKS

415_ Urban Parks are relatively small spaces that provide a higher level of design quality, including extensive hard surfaces, lights, seating areas, and horticultural features. These Parks are to be focal points within neighbourhoods with maximum street frontage, located such that they are highly connected to more dense portions of a neighbourhood, adjacent to trailheads, or along frequently used pedestrian routes such that they serve as an opportunity to stop and rest along such routes. As local amenities, Urban Parks will be highly accessible to those with varying physical abilities and provide comfortable multi-season spaces for all ages. Urban Park spaces can be located adjacent to local business areas or as a component within other larger park types.

> CITY-WIDE PARKS

416_ City-wide Parks are developed for the enjoyment of a broad range of Londoners, including individuals, family groups, and community organizations. Opportunities for all types of recreational, social, and cultural activities will be provided with maximum accessibility. The preservation of natural heritage features, historic sites, and wildlife habitats will be incorporated in the park design. City-wide Parks serve London's entire population and attract visitors to London. These parks may include amenities found in other park categories, as they can also serve as an area's District Park or Neighbourhood Park.

> CIVIC SPACES

417_ Civic Spaces are generally parcels of municipally owned land in the Downtown, Transit Villages, Corridors, and along Main Streets. These spaces are designed to accommodate casual seating areas, key urban linkages, public art, small public gatherings, and community events. Civic Spaces serve the entire population of London, but can also serve adjacent buildings, streetscapes, and neighbourhoods. Civic Spaces typically include extensive hard surfaces, seating areas, and high-end horticultural components and are fully lit for evening use as part of the streetscape.

> WOODLANDS

418_ Significant woodlands have been identified and protected for their environmental significance as part of the Natural Heritage System. Smaller woodlands may not meet the test for significance, but may be retained for their aesthetics and as a recreational amenity as part of a park. Woodlands often include a managed trail system that serves the surrounding neighbourhood and consists of woodchip trails and boardwalks with occasional pathways where appropriate for accessibility and active living connections to local facilities.

> OPEN SPACES

419_ Open Spaces are often linear in nature following tributaries of the Thames River, upland corridors, or utility easements. Open Spaces typically include multi-use pathway systems that link neighbourhoods to surrounding parks and community amenities such as schools, business areas, shopping areas and transit corridors and villages, greatly improving active mobility and active living opportunities.

CITY-OWNED LANDS IN THE GREEN SPACE PLACE TYPE

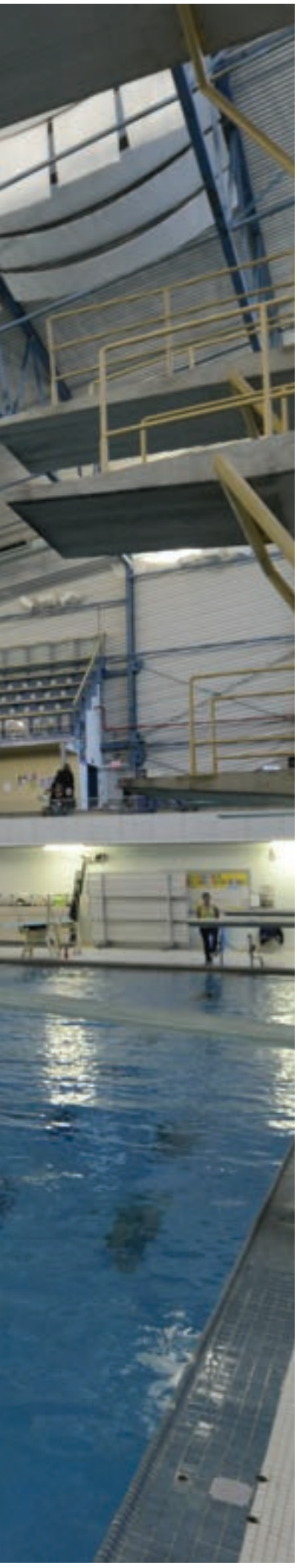
420_ Environmentally significant areas (ESAs) and other components of the Natural Heritage System that are City-owned include lands that are to be maintained in their natural state through appropriate management for the purposes for which they have been recognized. These lands will be subject to the Natural Heritage policies of this Plan. Details of the management and use of these lands may be contained within a conservation master plan as provided for in the Natural Heritage policies of this Plan. City-owned and/or managed ESAs and other natural heritage features and areas are included in the City's green space inventory; however, they are not programmed or managed as parkland. ESAs are within the Green Space Place Type on Map 1 and are shown on Map 5 - Natural Heritage.

421_ City golf courses form part of the overall parks system and fall under the Green Space Place Type, but are separately programmed and managed. The long-term operation of the golf system is directed by the *Parks and Recreation Strategic Master Plan*.

PARKS AND RECREATION AMENITY DESIGN

422_ In addition to the City Design policies of this Plan, key considerations for the design of City parks and recreational amenities include:

1. Parks and open spaces will be designed to be safe and open to casual public surveillance. Parks will have wide exposure to streets and rear-lot development onto parks shall be discouraged.
2. Commercial buildings or prominent buildings adjacent to parks and public spaces should be designed to activate and create a positive interaction with the space.
3. Street layouts will be designed to allow for easy, safe, and attractive pedestrian access from all parts of a neighbourhood to each park space.
4. Municipal walkways shall not replace streets as the means to provide the required neighbourhood access to park sites.
5. Parks and public spaces will be designed to accommodate the City of London *Facility Accessibility Design Standards* and to adhere to the *Accessibility for Ontarians with Disabilities Act*.
6. Parking facilities will be designed to minimize their impact on the character of the public space. Wherever possible, on-street parking will be used to accommodate a public space's parking requirements.
7. Detailed design standards and specifications may be developed and/or updated to provide direction and consistency within the subdivision development process.



Public Facilities and Services

WHAT ARE PUBLIC FACILITIES AND SERVICES?

423_ Public facilities and services take many forms including such things as community centres, seniors' centres, fire stations, recreational centres, arenas, libraries, police stations, City Hall and other government offices and operational sites, transit facilities, and markets. Public facilities and services that are owned and operated by other levels of government may include such things as hospitals, universities, colleges, provincial offices, federal offices, schools, and courthouses. Public facilities and the services they provide are primarily publicly-owned institutional uses, but may also include a limited range of privately-owned institutions.

WHY ARE PUBLIC FACILITIES AND SERVICES IMPORTANT TO OUR FUTURE?

424_ When we make civic investments they are long-term decisions and have a great impact on our city. Like our streets, pipes and public transit investments, public facilities affect our overall quality of life. These buildings are the lasting legacy of how our city has developed over time and pay tribute to influential city builders throughout the course of history. Our historic Court House is a good example of such a public facility.

425_ These facilities have a wide range of influences on our city life, including economic development, safety, innovation, research and development, social connectedness, and health. These facilities can be fundamental to how our city's image is perceived by others. Many of these buildings and services form important hubs within neighbourhoods. For example, schools are not just places where children go to learn, but they are also where residents go to vote, participate in recreational programs, or use fields and playgrounds. Public facilities, and the services they provide, must be exceptional to instill pride in Londoners and promote a civic image of innovation, quality of life, and community connectedness.

WHAT ARE WE TRYING TO ACHIEVE?

426_ In all the planning and design we do for public facilities and services, we will:

1. Build public facilities at appropriate locations throughout the city to meet the expected growth of regional, city-wide and neighbourhood demand within London over the life of this Plan.
2. Explore opportunities to collaborate with other services and government agencies, as well as the private sector, to deliver public facilities.
3. Support the network of neighbourhood hubs that deliver "bundles" of recreation, municipal, and community services.
4. Plan for institutional uses to serve as community support centres in times of emergency.
5. Design public facilities to create a focal point and be clearly identifiable to the surrounding neighbourhood.
6. Locate these buildings prominently and design them to exhibit architectural quality that inspires a positive civic image.
7. Ensure that public facilities are designed to fit within the character of the surrounding neighbourhood and streetscape, and to support active mobility.
8. Invest wisely in public facilities so that they are sustainable over the long term. *The Corporate Asset Management Plan* will plan for and direct this lifecycle investment.

HOW ARE WE GOING TO ACHIEVE THIS?

427_ *Policy Deleted (OPA 21)*

CIVIC IMAGE AND DESIGN

428_ Public facilities should be designed to create a prominent focal point, be clearly identifiable to the surrounding area, and where possible incorporate public art, sustainable design features, and seating and gathering areas for the public.

429_ Public facilities shall be designed to promote the conservation of cultural heritage resources and landscapes.

430_ Where appropriate, opportunities will be explored to locate public facilities within heritage designated properties or properties listed on the Register.

431_ Where a secondary plan is prepared for a new neighbourhood, the location of public facilities should be identified and integrated into the neighbourhood design concept.

432_ Public facilities should be designed to fit into the character of the surrounding streetscape or neighbourhood.

433_ Large public facility sites should be designed to support walking and cycling, by using building orientation, location of entrances, clearly marked pedestrian pathways, wide sidewalks, and general site layout to reinforce pedestrian and cycling safety and easy navigation.

434_ To support active forms of mobility, public facilities should provide for secure bicycle parking and adequate shower and locker facilities for employees.

LOCATION AND PARTNERSHIP

435_ Prominent public facilities will be encouraged to locate within the Downtown, Transit Villages, and along Rapid Transit Corridors and Main Streets. This range of facilities may include hospitals, universities, community colleges, government offices, police stations/ ancillary stations, libraries, cultural facilities, military establishments, and supervised residences.

436_ Public facilities should be located in central areas of neighbourhoods to provide convenient connections for walking, cycling, and public transit.

437_ The co-location of public facilities will be encouraged, to create community hubs that offer neighbourhood residents a variety of services. Facilities such as day care centres, community services, and meeting rooms may be clustered with recreational facilities such as arenas, gyms, and fitness facilities. These co-located facilities will be designed to be hubs for municipal services that are well integrated with the schools, neighbourhoods, parks, and public spaces that they are adjacent to.

438_ Mixed-use developments that contain public facilities will be encouraged. This will be a particular priority for sites located in the Downtown, Transit Villages, Rapid Transit Corridors, and Main Street Place Types.

439_ Partnerships with other services and government agencies will be encouraged, where appropriate, in an effort to provide efficient public services and multi-use facilities.

CLOSING OF PUBLIC FACILITIES

440_ For a variety of reasons, non-municipal public facilities may close from time to time, leaving important community sites for redevelopment. The City will consider acquiring these sites, where there is an identified public benefit in doing so.

441_ Municipal public facilities may close from time to time, leaving important community sites for redevelopment. The City will first consider the feasibility of re-purposing these sites to other uses, in consultation with the community.

442_ Where public facilities on large sites close, a secondary plan may be prepared to plan for the site's redevelopment for other uses.

EMERGENCY SERVICES

443_ Being centrally located within neighbourhoods, public facilities may be used as community support centres during times of emergency.

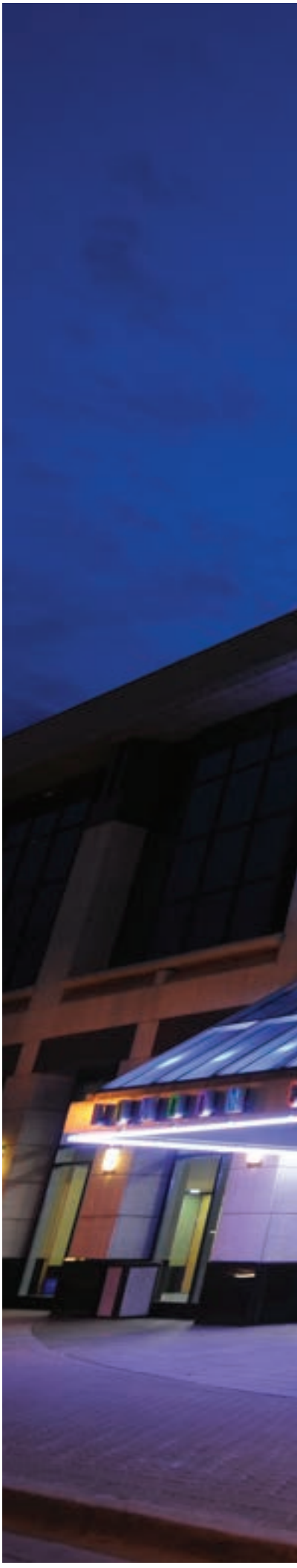
444_ Emergency services facilities will be located to meet key locational criteria that satisfy service standards.

445_ Police, London-Middlesex EMS and fire services will be encouraged to deliver preparedness and response services, prevention, and education, to support a safer community for every Londoner.

446_ A comprehensive emergency management program for emergency prevention, mitigation, preparedness, education, and response and recovery, in compliance with the *Ontario Emergency Management and Civil Protection Act* and regulations will be implemented, to ensure the safety of Londoners through the effective management of community risks and a coordinated response to emergencies, all to support a disaster resilient community.

SUPERVISED CORRECTIONAL RESIDENCES

447_ Supervised correctional residences provide accommodation for persons on probation or parole. These facilities will be permitted in place types where identified as permitted uses, subject to a zoning by-law amendment.



CONNECT
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Civic Infrastructure

WHAT IS CIVIC INFRASTRUCTURE?

448_ Infrastructure is made up of the below-ground and above-ground systems that provide important drinking water, waste disposal, drainage, and electrical services to Londoners. This infrastructure includes:

1. Sanitary sewerage – sewers, pumping stations, and wastewater treatment plants.
2. Stormwater sewerage – drainage systems, flood control systems, sewers, and stormwater management facilities.
3. Drinking water treatment and distribution.
4. Electrical services and other utilities.
5. Landfill sites and other solid waste treatment facilities. *(OPA 21)*

449_ While mobility infrastructure can also be thought of as civic infrastructure, the primary policies addressing this infrastructure are provided in the Mobility chapter of this Plan. However, because of the close relationship between mobility and other civic infrastructure addressed in this chapter, important policies are included below that should be considered when planning for mobility infrastructure and facilities.

WHY IS CIVIC INFRASTRUCTURE IMPORTANT TO OUR FUTURE?

450_ Provision of reliable, coordinated, and cost-effective civic infrastructure is a primary function of a municipality. Civic infrastructure delivers the services that make our city run smoothly – providing the water we drink, the power we use, as well as effective management of rainwater, sewage, and solid waste. Civic infrastructure is also critical to the City's prosperity as it facilitates growth and development, which in turn creates economic opportunities and jobs. Finally, infrastructure protects our air, water, and natural heritage and helps us to develop safe and healthy communities.

WHAT ARE WE TRYING TO ACHIEVE?

451_ We will plan our civic infrastructure to:

1. Align with and facilitate the implementation of our City Structure Plan.
2. Prioritize investments toward improving and removing infrastructure constraints to achieve our goals for infill and intensification, downtown and urban regeneration.
3. Manage the timing and budgeting for the extension of infrastructure in conformity with the growth management policies in the Our City part of this Plan and according to our *Growth Management Implementation Strategy*.
4. Ensure health and safety in the design of all civic infrastructure.
5. Provide clean drinking water.
6. Protect the natural environment and natural resources.
7. Continually improve the quality of water that is discharged into the Thames River and its tributaries.
8. Be coordinated and cost effective in the delivery of all civic infrastructure.
9. Budget for the short and long-term sustainable maintenance of civic infrastructure. Address the infrastructure funding gap.
10. Collaborate and coordinate with other utility providers outside of the City's direct responsibility.
11. Protect civic infrastructure from encroachment that would constrain its operation, result in hazard to life and property, and/or increase costs.
12. Ensure civic infrastructure and utilities are strategically designed and coordinated to enhance the surrounding neighbourhood and street.
13. Ensure infrastructure is constructed, maintained and upgraded as necessary to be sustainable and capable of mitigating impacts of climate change.
14. Optimize decision making regarding assets through corporate asset management best practices, including whole life-cycle costs, levels of service and risk management considerations.
15. Consider, where appropriate and sustainable, partnerships to build, finance, and maintain appropriate forms of infrastructure.

HOW ARE WE GOING TO ACHIEVE THIS?

POLICIES FOR ALL INFRASTRUCTURE

452_ Civic infrastructure will be planned, budgeted, and developed to conform with the City Structure Plan, the Natural Heritage policies, and all of the policies of this Plan. The Civic Infrastructure policies of this Plan will be implemented based on long-term, coordinated infrastructure studies and plans prepared by the City for water, stormwater management, sanitary sewerage, and transportation, the *Growth Management Implementation Strategy* and the *Corporate Asset Management Plan*. These studies and plans will take a holistic approach, recognizing the assimilative capacity of the river system.

453_ Improvements to civic infrastructure to facilitate infill and intensification will be identified and a coordinated plan will be prepared. It will be a high priority to plan civic infrastructure to accommodate infill and intensification, growth and development within the Downtown, Main Street, Transit Village, and Rapid Transit and Urban Corridor Place Types and the Primary Transit Area.

454_ Technical guidelines and design standards may be prepared in conformity with this Plan for any elements of the City's infrastructure system.

455_ All municipal infrastructure will be designed in accordance with the City's *Design Specifications and Requirements Manual* and applicable by-laws.

456_ Appropriate consultation and approvals will be obtained from agencies such as the conservation authorities and the Ministry of the Environment, Conservation and Parks, according to requirements of the *Environmental Protection Act*, *Environmental Assessment Act, Ontario Water Resources Act, Safe Drinking Water Act, Conservation Authorities Act, Water Opportunities and Water Conservation Act,* and other provincial legislation and regulations. Appropriate pre-consultation and engagement with First Nations will be a part of this process. *(OPA 78)*

457_ Servicing studies will be prepared for the extension, upgrade, and replacement of civic infrastructure to accommodate growth, system improvements, life-cycle needs, and regulatory changes. Optimization of existing infrastructure will be considered.

458_ Development Charges will be established to recover costs associated with the growth portion of infrastructure required to accommodate growth and development, as established by the policies in the *Development Charges Background Study* and embodied in the *Development Charges By-law*.

459_ A *Growth Management Implementation Strategy* (GMIS) will be adopted on the basis of the *Development Charges Background Study* and capital budgets to establish a detailed phasing and financial plan for extending civic infrastructure within the Urban Growth Boundary. The GMIS will be subject to annual review to consider factors such as the pace of development and the health of the Development Charges Reserve Fund.

460_ Planning and development approvals that will not have access to the necessary civic infrastructure within a five year period will be considered premature. The acceleration of infrastructure through a municipal servicing and financing agreement may be considered in conformity with the Our Tools policies of this Plan. Such agreements may merit the consideration of proposals that would otherwise be as much as five years away from necessary access to servicing.

461_ Infrastructure studies may be identified and required to fulfill the complete application process for planning and development applications. The required content of the studies is provided in the Our Tools part of this Plan.

462_ Water and sanitary sewerage services will not be extended beyond the limits of the Urban Growth Boundary except where there are health hazards related to existing private water systems, where there are significant environmental problems, or where the provision of services to an area in an adjoining municipality is required as previously approved by the appropriate Joint Water Supply Board and/or provided for under an agreement between the City and the benefitting municipality.

463_ Where acceptable to the relevant utility, uses such as active and passive recreation, agriculture, community gardens, other utilities and accessory uses such as parking lots and outdoor storage may be permitted in utility corridors where compatible with surrounding land uses and where permitted in the applicable place type.

464_ Any external utility agency will consult the municipality and have regard for the policies of this Plan, prior to undertaking any works or replacing its infrastructure in the City's right-of-way.

465_ Design and construction of underground public works and utilities should conform with the planned vision of the place type and the desired above-ground outcomes established through the City Design and Forest City policies of this Plan.

466_ The locations of services and utilities will be coordinated to maximize the efficient use of the boulevard and allow the greatest opportunity for street trees, while respecting regulated separation distances.

467_ Municipal Class Environmental Assessment processes relating to proposed infrastructure works will consider the social, economic, and environmental policies of this Plan.

468_ It will be recognized through all Municipal Class Environmental Assessments that it is a strong policy objective to locate all new civic infrastructure outside of natural hazard lands and outside of the Natural Heritage System in conformity with the policies of this Plan.

469_ Green technologies and construction methods will be used whenever possible and feasible to develop new, and replace old, civic infrastructure. Civic infrastructure will be developed to be environmentally sustainable, assist with climate change adaptation, and lessen environmental impact.

470_ A *Corporate Asset Management Plan* will be prepared by City Council to coordinate the planning and life-cycle maintenance of all corporate infrastructure for long-term sustainability.

471_ Partial services may be permitted only where they are necessary to address failed individual on-site sewage or water services in existing developments where no other alternatives exist and where site conditions are suitable for the long-term provision of these services.

472_ Where a private well(s) and/or private on-site septic system(s) is abandoned, the property owner shall plug the well and decommission the septic tank in accordance with pertinent legislation and guidelines.

SANITARY SEWAGE INFRASTRUCTURE

473_ Sanitary sewage services, including the provision, operation, and maintenance of sewers, pumping stations and wastewater treatment facilities, are essential for public and environmental health as well as efficient growth and development. As such, the planning, design, and budgeting for sanitary sewage services will conform with the following policies, as well as all other relevant policies of this Plan:

1. Sanitary sewage infrastructure plans will be prepared as required. The 20-year budget will include required growth, life-cycle, and system improvement projects. The budget will be updated on an annual basis to assess short and long-term servicing needs.

2. Wastewater treatment plants will be provided to accommodate existing and future development, with regard for the need to protect and enhance water quality. All development within the Urban Growth Boundary will be serviced by the City of London sanitary servicing system.

3. The allocation of wastewater treatment capacity will be prioritized as follows:

    a. Growth in the form of redevelopment, expansion, or intensification on serviced lands within the Built-Area Boundary of the City will take precedence over growth on undeveloped lands. Capacity will be allocated on the basis of projected demand plus a reasonable contingency.

    b. Industrial growth will take precedence over non-industrial growth on previously undeveloped lands. Capacity will be allocated on the basis of projected demands.

    c. Remaining capacity will be allocated for non-industrial growth on previously undeveloped lands. Within these areas, priority will be given to development that, in the opinion of the City, best advances the public interest.

    d. Take-up of allocated capacity will be monitored. If significant portions of the allocated capacity are not used, the City may re-assign that unused capacity in keeping with priorities a, b and c above, assuming no major works will be prematurely triggered.

    e. Planning and development applications that do not meet the City's priorities for the allocation of servicing capacity may be refused on the basis of prematurity.

4. Where additional wastewater treatment capacity is required, studies will be undertaken to determine whether an upgrade, expansion, or new facility is required.

5. Within the Urban Growth Boundary, new development will be permitted only if it can be connected to adequate municipal sanitary sewage infrastructure.

6. Within Rural London, development may be permitted on individual on-site wastewater treatment systems, only where consistent with the requirements of the *Provincial Policy Statement* and in conformity with the Private Servicing Policies for Lands Outside of the Urban Growth Boundary policies of this Plan.

7. Planning and development applications will be reviewed to ensure that sensitive land uses are adequately separated from and not located in close proximity to wastewater treatment plants, in accordance with provincial policy.

8. Open space, recreational uses, and industrial uses will be the preferred land uses in proximity to wastewater treatment plants.

9. A *Pollution Prevention and Control Plan* will be prepared by the City to upgrade, maintain, and replace older sanitary sewage infrastructure to reduce combined sewers and minimize bypasses.

WATER SERVICES

474_ Water services are critical for London's high-quality drinking water and supply for fire protection. All the planning, design, and budgeting we do to provide water services will conform with the following policies, as well as all other relevant policies of this Plan.

1. Water servicing within the city shall comply with the requirements of the Ministry of the Environment, Conservation and Parks, the *Environmental Protection Act,* the *Safe Drinking Water Act* and all other provincial and municipal requirements as applicable.

2. The City is responsible for the distribution of water services through much of the city; however many rural properties are serviced by private wells. In urban areas of the city, water servicing is available through the municipal water distribution grid. Supply of water to the city is under the jurisdiction of the Joint Lake Huron and Joint Elgin Area Water Boards. The City of London is the administering municipality for each of these Joint Boards. The City will coordinate with the Joint Boards to review water supply needs and available supply in order to assess long-term needs.

3. A long-term water distribution master plan will be prepared and updated from time to time to identify system requirements/works to service long-term urban growth and upgrade existing water infrastructure for intensification in London. This master plan will be based on proposed ultimate build-out and population growth projections and will be reflected in the *Growth Management Implementation Strategy*.

4. All development within the Urban Growth Boundary will be serviced by the City of London water supply system for its potable water supply and fire protection, which meets or exceeds all regulatory standards.

5. The City will ensure that, in an environmentally sound manner, high-quality drinking water meets or exceeds all regulatory standards.

6. The City will meet or exceed service requirements for water supply for fire protection.

7. The City will ensure the security of water supply to avoid severe water shortages.

8. A water conservation plan will be developed and implemented for the efficient use of water in London.

9. Where a temporary water servicing system is proposed by a private developer such as a temporary watermain, temporary facility to maintain water quality, booster station or pumping station, the cost related to the feasibility studies, environmental assessment, design, construction and start-up, operation and maintenance, removal and decommissioning, and integration of the system with the permanent servicing solution shall be the responsibility of the developer. The temporary system will not interfere with the long-term water servicing plan.

10. The City has the ultimate responsibility for the design, construction, ownership, and operation of all temporary water servicing systems, in accordance with all provincial requirements. The standards to which temporary facilities are to be constructed must meet the standards and requirements of, and approved by, the City of London.

11. Outside of the Urban Growth Boundary, private wells may be used to supply water, only in accordance with the requirements of relevant legislation and standards, consistent with the *Provincial Policy Statement* and in conformity with the Water Services policies of this Plan. The City will require that the applicant provide information with their application to demonstrate that the site can provide water supply which meets the requirements of Ministry of the Environment, Conservation and Parks *Procedure D-5-5 Technical Guideline for Private Wells: Water Supply Assessment*, meets or exceeds the *Ontario Drinking Water Standards* and can provide a sufficient quantity of water without affecting the quantity and quality of water in active wells operating within 500 metres of the proposed development, and that the required separation distances set out

in the *Ontario Building Code* between wells, septic systems and storm drainage systems can be adequately met. This must be to the satisfaction of the City of London and an accepted peer review as necessary. The applicant may be required to pay for the cost of a peer review of the information submitted.

12. The City of London maintains a small number of stand-by municipal water wells for use during times of emergency. Emergency municipal well locations are identified on Map 6 - Hazards and Natural Resources. Water quantity and quality will be protected in accordance with the *Source Protection Plan*.

13. Where a planning and development application is proposed in the vicinity of an existing well the applicant will be required to demonstrate, to the satisfaction of the City, that the proposed development will not have a negative impact on groundwater quantity and quality. It is the responsibility of the applicant to identify the locations of wells in the vicinity of a development site.

14. As a condition of development approval, the decommissioning of an abandoned water well shall be completed in accordance with provincial regulations.

15. Industries requiring large volumes of water will be located in areas of the city where there is sufficient capacity in the water distribution network to accommodate such uses, and will be required to use water efficiency procedures to reduce the demand for water, and lower the volume of wastewater discharges flowing to sewers, pumping stations, and sewage treatment facilities.

16. The City will provide and maintain water storage facilities, pumping stations, and watermain distribution systems with sufficient capacity to provide for existing and planned development at an acceptable standard and at the lowest cost possible.

17. Development shall be designed and, if staged, implemented so as to not create a regulated system under the *Safe Drinking Water Act*. *(OPA 78)*

STORM DRAINAGE AND STORMWATER MANAGEMENT

475_ Providing effective stormwater servicing is critical to protect properties from flooding and erosion, to minimize health hazards, and to enhance the natural environment where possible. The planning and design of stormwater servicing infrastructure shall be coordinated with the following policies and all other relevant policies of this Plan.

1. All public and private development shall require stormwater servicing and shall be designed to:
    a. Prevent the loss of life, personal injury, and property damage.
    b. Fulfill water quality objectives, in compliance with provincial and federal requirements.
    c. Control erosion and sedimentation within natural watercourses.
    d. Minimize on-site and downstream flooding.
    e. Manage urban runoff.
    f. Manage overland flow routes.
    g. Maintain or enhance the flow regime in receiving watercourses.
    h. Encourage groundwater recharge where appropriate.
    i. Optimize the total cost of stormwater servicing and related works.
    j. Protect and enhance features and functions of the Natural Heritage System.
    k. Provide amenity spaces that are integrated into the design of neighbourhoods, development sites, parks, and open spaces.
    l. Promote innovation by encouraging green infrastructure, stormwater attenuation, re-use, and low-impact development.
    m. Any other criteria or guidelines which, in the opinion of City Council, may be required to regulate development to achieve effective stormwater management in the catchment or tributary.
2. Subwatershed studies will be completed by the City and updated from time to time. The subwatershed study may recommend strategies to manage the water resources system within the context of surface and groundwater conditions, ecology, and Natural Heritage Systems. See also the Natural Heritage Policies of this Plan.
3. Stormwater management facilities shall be integrated into the design of neighbourhoods as focal points for communities. The design should promote buildings fronting the facilities, and ensure that the size and positioning of the facility does not impede convenient mobility throughout the neighbourhood.

4. Stormwater infrastructure, with the exception of stormwater outlets, will be located outside of the Natural Heritage System and natural hazard lands. Landscaping of facilities shall be naturalized using native vegetation to integrate within the Natural Heritage System. Subject to a Municipal Class Environmental Assessment and any applicable Natural Heritage policies, stormwater infrastructure may be integrated within the Natural Heritage System if it is demonstrated that the infrastructure provides an overall net benefit to the environment.

5. Reasonable access shall be provided to watercourses and stormwater facilities for maintenance purposes. The City may seek to acquire lands to ensure access as part of the development approval process.

6. Erosion and sediment control requirements related to all construction phases of development shall be adopted by the City to prevent the deposition of sediment and to protect the features and functions of surrounding natural heritage features and areas.

7. Low Impact Development source controls (i.e. onsite flow attenuation on parking lots, flat roofs and the creation of green roofs) shall be encouraged in institutional, commercial, industrial, and higher density residential developments.

8. Low Impact Development source controls shall be encouraged for municipal infrastructure projects to reduce servicing costs and land requirements for regional facilities, where practical.

TEMPORARY SERVICING

476_ In general, the City does not support the use of temporary servicing systems and shall discourage and restrict their usage. However, there are circumstances under which it may be reasonable to consider a temporary servicing solution, subject to all of the following requirements:

1. The proposed development conforms with the policies of *The London Plan*, including the Growth Management/ Growth Finance policies in the Our Tools part of this Plan.
2. The proposed development represents a logical extension of the built area of the city, provides an efficient utilization of land, and does not set up a "leap-frog" development pattern.
3. Where temporary servicing is proposed by a private developer, the cost for any studies, design, construction, startup, operation and maintenance, and removal of the system when permanent municipal servicing becomes available, will be the responsibility of the developer. Securities may be required.
4. The City has the ultimate authority to approve or refuse the design and construction of temporary works.
5. In the case of temporary sewerage or water works, the developer will cover all the costs for the City to operate and maintain the works.
6. There will be no claim from Development Charges or other funding sources provided by the City for these works.
7. Properties benefitting from temporary servicing will be required to contribute to the long-term servicing solution through the payment of Development Charges for development as prescribed in the *Development Charges By-law*.
8. There will be a justified cost/benefit value to the municipality.
9. There is a demonstrated public benefit for the works.
10. The construction of the works is consistent with and does not undermine the long-term plans and staging of infrastructure as identified in the City's *Growth Management Implementation Strategy* and the applicable long-term servicing master plans.
11. The temporary system shall be integrated with the ultimate solution, or decommissioned, at the cost of the developer when the municipal servicing solution becomes available.

PRIVATE SERVICING POLICIES FOR LANDS OUTSIDE OF THE URBAN GROWTH BOUNDARY

477_ Consistent with the *Provincial Policy Statement*, the following policies will be applied to the Rural Place Types outside of the Urban Growth Boundary. It is the objective of this Plan to ensure that all new rural development establishes, and maintains in perpetuity, sustainable private services wherever municipal water, wastewater and storm drainage services are not available.

1. A privately maintained cistern and/ or sewage disposal holding tank shall not be considered sustainable private services for the purposes of this Plan. No new development, or planning and development applications, shall be approved where they are solely dependent upon the use of a cistern and/or a holding tank.
2. The creation of new communal water or wastewater treatment systems is prohibited.
3. The property owner is responsible for the maintenance, upkeep and repair of all private water supply and sewage disposal systems in accordance with applicable legislation.
4. All planning and development applications requiring approval under the *Planning Act* that are dependent upon sustainable private services shall comply with the following:

a. All planning and development applications shall be required to ensure that the design and capacity of private water supply, sewage disposal systems, and stormwater drainage are capable of sustaining the land uses permitted by the *Zoning By-law* to be serviced by those systems.

b. A planning and development application for an existing lot utilizing an existing or proposed private sewage disposal system shall include sufficient land to accommodate a reserve discharge site or leaching bed for the system effluent in the event of a failure of the primary discharge site or leaching bed.

c. A planning and development application for an existing lot utilizing an existing or proposed sewage disposal system shall be required to result in a minimum land area of 0.4 hectares, or such larger area as may be required by environmental or cumulative land use conditions associated with the site for the discharge and dispersion of sewage system effluent in accordance with the *Ontario Building Code Act*.

d. All planning and development applications in an area not served by existing municipal water or wastewater systems shall include a servicing suitability study of groundwater and geotechnical conditions that includes an assessment of water supply and sewage disposal system impacts of existing and proposed development associated with the site. The study shall be prepared by a professional hydrogeologist and which demonstrates to the satisfaction of the City that a private water well and private sewage disposal system with associated reserve discharge area can be established.

e. The City may consult with such agencies as deemed appropriate and/or retain the services of an independent consultant at the expense of the applicant, to peer review the study described in 4.d. above.

f. No endorsement, draft or conditional approval under the *Planning Act* shall be provided by the City for any development that is dependent on a new private sewage disposal system until the development has complied with the provisions of policies a through e above, and where it would be a significant drinking water threat.

g. No final approval under the *Planning Act* shall be provided by the City for any development that is dependent on a new private water supply system until the development has complied with the provisions of 4.a., 4.d. and 4.e. above.

LIQUID WASTE MANAGEMENT

478_ In some instances liquid waste is generated, transported, processed, or disposed of by private industries and businesses. Such waste may include toxic or hazardous industrial substances. Liquid waste management facilities will be planned as follows:

1. They will be permitted only within the Heavy Industrial Place Type as shown on Map 1 - Place Types.
2. They will not be pre-zoned, but will require an amendment to the *Zoning By-law*.
3. They will require the approval of the Ministry of the Environment, Conservation and Parks, including certification under the appropriate section of the *Environmental Protection Act*.
4. These uses will be planned, designed, operated, and maintained to be compatible with adjacent uses and to avoid adverse impacts on the natural environment. *(OPA 78)*

SOLID WASTE MANAGEMENT

479_ The following policies are separated into two primary areas: Diversion and Disposal.

> DIVERSION - REDUCING, REUSING, RECYCLING, COMPOSTING AND RECOVERY

480_ The City will promote the reduction, re-use, recycling, composting, and recovery of materials from solid waste, wherever possible, through the use of innovative means, new technology, conservation measures, and public education and community engagement programs.

481_ The City will support the reduction, re-use, recycling, composting and recovery of materials by:

1. Initiating, participating and collaborating in public education, awareness, and community engagement programs with residents, Londoners, businesses and other agencies and organizations.
2. Collaborating with other municipalities to develop long-term strategies to reduce, reuse, recycle, and recover materials from the waste stream.

3. Encouraging development proposals to provide adequate recycling and composting facilities, and support innovative waste collection and diversion programs.

4. Increasing waste diversion through existing technologies and new, emerging and next-generation technologies as they become available, practical, and financially feasible for London.

5. Exploring energy from waste opportunities.

482_ In addition to municipal waste management facilities within the Waste Management Resource Recovery Area Place Type, City Council will support the adequate provision of lands for solid waste diversion and resource recovery within the Heavy Industrial Place Type or on lands with specific policies.

483_ The location of waste transfer stations, composting facilities, recycling facilities or storage areas, and facilities for storing hazardous waste will be planned, designed, operated, and maintained in such a way as to promote compatibility with adjacent existing and future land uses, and to minimize any adverse impacts on the natural environment and surrounding area.

484_ The City will review all planning and development applications for waste management facilities to ensure that the location and operation of such facilities will be in compliance with the *Ontario Building Code*, the *Zoning By-law* and other City by-laws, policies and practices. The applicant shall be responsible for obtaining all necessary approvals from the appropriate authorities.

485_ Solid waste treatment and processing facilities serving a plant located on the same site are permitted in the Heavy Industrial Place Type and the Waste Management Resource Recovery Area Place Type, subject to receipt of an Environmental Compliance Approval issued by the Ministry of the Environment, Conservation and Parks. *(OPA 78)*

486_ City Council will prepare plans and implementation strategies to encourage cost-effective methods of utilizing solid waste, including reduction, re-use, recycling, composting, and recovery.

487_ City Council will encourage cost-effective alternative methods of disposing of solid waste.

> CLOSED LANDFILLS

488_ Development will not be permitted surrounding closed landfill sites and other sites which produce gases similar to those found in landfill areas, where such development could be adversely affected by the operation of disposal facilities and/or methane gas and leachate. Provincial guidelines will be followed to delineate an influence area and may recommend mitigation measures such as distance separation, buffering and compatible intervening land uses. No use shall be made of land or land covered by water which has been used for the disposal of waste for a period of twenty-five years from the year in which such land ceased to be so used unless approval under the *Environmental Protection Act* for the proposed use has been given.

489_ Planning and development applications in the potential influence area of closed landfill sites and other sites which produce gases similar to those found in landfill areas will require a compatibility study which meets Ministry of the Environment, Conservation and Parks guidelines. *(OPA 78)*

490_ New development will not be permitted on or in the potential influence area of closed landfill sites and other sites which produce gases similar to those found in landfill areas unless the compatibility study demonstrates there will be no adverse impacts to the development from the operating landfill sites, closed landfill sites and other sites which produce gases similar to those found in landfill areas or it can be demonstrated that engineering measures can mitigate the potential adverse impacts.

> ACTIVE LANDFILLS

491_ Policies regarding the City's operating landfill site are found in the Waste Management Resource Recovery Area policies of this Plan.

Woodfield Commons
390
Princess Ave.

Homelessness Prevention and Housing

WHAT IS HOMELESSNESS PREVENTION AND HOUSING?

492_ For the purposes of *The London Plan*, housing refers to the buildings, properties, and communities we live in. Homelessness prevention involves the creation of a system to assess risks, identify gaps, and take actions to prevent and reduce homelessness within a community.

493_ Many of the policies in this chapter use terms that have important specific meaning that may have an impact on the interpretation of these policies. The Our Tools part of this Plan should be consulted for definitions relating to the following policies in this chapter.

WHY IS HOMELESSNESS PREVENTION AND HOUSING IMPORTANT TO OUR FUTURE?

494_ Looking forward to our City of 2035, as the city grows and the population evolves it will be critical for the City to prevent homelessness and meet the housing needs of its residents, providing everyone with opportunities for health and wellness.

495_ Providing accessible and affordable housing options for all Londoners is an important element of building a prosperous city. Quality housing is a necessary component of a city that people want to live and invest in. Housing choice is influenced by location, type, size, tenure, and accessibility. Affordability and housing options are provided by establishing variety in these factors.

496_ Housing is a basic need for all Londoners. For London to be truly prosperous, it needs to take into account the housing needs of all of its residents. This Plan focuses on programs and policies that deliver housing as a service to lower-income and vulnerable Londoners, while setting the context for a city that provides all Londoners with access to quality housing that meets their needs.

WHAT ARE WE TRYING TO ACHIEVE?

497_ Through all the planning we do and the initiatives we pursue, our goal is to:

1. Ensure that all members of our community have access to housing that is safe, secure, and suitable to their needs and ability to pay.
2. Deliver a coordinated and integrated individual and family-centered housing stability approach that is outcome-focused and designed to address, reduce, and prevent homelessness in London.
3. Provide an integrated mixture of affordable and adequate housing options for the greatest number of people in need.
4. Ensure that individuals and families experiencing homelessness obtain and retain housing, and that individuals and families at risk of homelessness remain housed.
5. Ensure quality housing is attainable for our most vulnerable populations, including affordable and supportive housing, housing needs of persons requiring specialized care, and related services.
6. Facilitate an adequate and appropriate supply of housing to meet the economic, social, health, and well-being requirements of Londoners.
7. Promote a choice of housing types so that a broad range of housing requirements is satisfied in a wide range of locations.
8. Allow for aging in place, so that there are opportunities for people to remain in their neighbourhood as their housing needs change over time.

HOW ARE WE GOING TO ACHIEVE THIS?

498_ *The London Plan* will focus on four strategic areas to help us meet our goals for housing in London:

1. Community Housing Strategy
2. Creating Housing Opportunities
3. Affordable Housing
4. Homelessness Prevention

COMMUNITY HOUSING STRATEGY

499_ The City will prepare a community housing strategy that will establish an integrated and strategic approach to enhance London's capacity to ensure all Londoners have a home. The strategy will establish targets and service directions related to emergency-style housing, institutional accommodations, transitional and supported-living options, public and private rental market housing, and home ownership.

500_ The City will work with federal and provincial housing agencies and a variety of other partners and stakeholders to align priorities and implement the strategy.

501_ The City will work with other orders of government to advocate for opportunities to improve the accessibility and affordability of housing, such as increasing income supports, protecting existing housing, increasing opportunities for Aboriginal people and newcomers, and improving and protecting social housing.

502_ The City will seek out opportunities to acquire surplus lands from school boards, the provincial and federal government, and other institutional entities and stakeholders for housing purposes.

503_ Innovative tools will be explored to provide a variety of different forms of housing, including the potential for a Housing Development Corporation that would leverage property, government funding, and other assets to deliver housing that is beneficial to Londoners.

504_ The City will prepare a housing monitoring report every two years to: assess its residential land supply; evaluate housing conditions, the supply of affordable housing, development trends, and densities; analyze other housing supply and demand factors; review the community housing strategy; and assess the demand for affordable housing.

CREATING HOUSING OPPORTUNITIES

505_ To provide for an appropriate range of housing types and densities required to meet the projected requirements of current and future residents, the City will:

1. Maintain at all times the ability to accommodate residential growth for a minimum of ten years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development.

2. Maintain at all times land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans of subdivision.

506_ Subject to the City Structure Plan and Residential Intensification policies in the Neighbourhoods Place Type chapter of this Plan, infill and intensification in a variety of forms, including additional residential units, will be supported to increase the supply of housing in areas where infrastructure, transit, and other public services are available and accessible. *(OPA 78)*

507_ New neighbourhoods will be planned to provide a mix of housing types and integrated mixed-use developments, accessible housing and integrated services, and housing forms and densities.

508_ Abundant opportunities will be provided for the development of a broad range and mix of housing types and densities in conformity with the City Structure Plan and the Urban Place Type policies of this Plan.

509_ New neighbourhoods will be planned to include a variety of different housing types such that it is possible for people to remain in a neighbourhood as their housing needs change over time.

510_ Opportunities will be sought out for brownfield rehabilitation and redevelopment.

511_ In conformity with the Urban Regeneration policies in the Our City part of this Plan, community improvement plans may be created to identify programs and funding that will encourage the improvement of the existing housing stock and the development of new housing.

512_ The City's *Demolition Control By-law* may include provisions and regulations to address the reduction in London's rental housing stock.

513_ Residential developments that offer innovative design features, construction techniques, or tenure arrangements, which broaden the range of available housing alternatives, will be encouraged.

514_ Residential facilities, at appropriate locations that meet the housing needs of persons requiring specialized care, will be supported.

515_ The City will work with other levels of government, public and not-for-profit groups and agencies, and the private sector to provide housing and integrated services for households and individuals who are below the level of low- and moderate-income households as defined in this Plan.

AFFORDABLE HOUSING

516_ The City may assist in the administration of housing programs of the federal and provincial governments.

517_ A target of 25% of new housing, in aggregate, is to be affordable to low- and moderate-income households as defined by the *Provincial Policy Statement* and this Plan. This target may be met through residential greenfield development and the many forms of intensification identified in the City Structure policies of this Plan.

518_ Secondary plans and larger residential development proposals should include a 25% affordable housing component through a mix of housing types and sizes. In keeping with this intent, 40% of new housing units within a secondary plan, and lands exceeding five hectares in size outside of any secondary plan, should be in forms other than single detached dwellings.

519_ Further to the affordable housing targets, the City will, within its legislative powers and policies, pursue opportunities for at least half of the affordable housing units created through new residential development, to be affordable to the lowest 30th percentile of household incomes in the City of London in order to meet the broad housing needs of Londoners. This will include both ownership and rental forms of housing. Opportunities may be provided in new residential structures, infill and redevelopment, and may be achieved through partnerships with private and/or public sector housing providers.

520_ Initiatives and proposals for creating new affordable rental housing should give priority to housing which proposes rents that are affordable to a mixture of low- and moderate-income households. As a target, fifty percent of the rental units should be available for low-income households whose annual accommodation costs exceed 50% of gross household income. A higher proportion of low-income rental units may be provided in smaller-scale housing projects containing support services. City Council may periodically review the target as a means of monitoring and evaluating this policy. The City may establish a new target during the life of this Plan without an amendment to the policies of this Plan.

521_ Building height and densities may be increased, in conformity with the Our Tools part of this Plan, to support the provision of affordable housing in planning and development proposals. *(OPA 78)*

522_ Green development techniques should be utilized in the construction of affordable housing projects to reduce the long-term energy costs of development and improve the quality of development.

523_ Subject to the City Structure Plan and Urban Place Type policies of this Plan, surplus public lands will be evaluated for their suitability for the development of affordable housing prior to their consideration for any other uses.

HOMELESSNESS PREVENTION

524_ Our homelessness prevention efforts will be based on a "Housing First" model of coordinated services to assist individuals and families experiencing homelessness, or at risk of homelessness, to achieve housing stability. These efforts will focus on approaches to:

1. Address, reduce, and prevent homelessness in London.
2. Ensure housing is available that is supported by programs, services, and health care.
3. Ensure attainable, scattered, and diverse housing with a coordinated network available for individuals and families at risk, or experiencing homelessness.
4. Require that homelessness prevention initiatives are in accordance with both the City's *Homeless Prevention System and Implementation Plan* and the *Homeless Prevention and Housing Plan*.

Culturally Rich and Diverse City

WHAT IS A CULTURALLY RICH AND DIVERSE CITY?

525_ The London of 2035 will build on our strengths today to elevate London's profile to be known as a regional cultural centre – one that:

1. Strengthens culture to build economic growth.
2. Provides abundant employment and learning opportunities in tourism, diversity, libraries, food and agriculture, arts, heritage, sports, educational institutions, architecture, and technology.
3. Fosters creativity for everyone through cultural and regional programming, promotion, and celebration.
4. Celebrates and strengthens London's diversity which encourages inclusion and civic engagement.
5. Leverages London's cultural resources, assets, and public spaces.
6. Identifies, protects, conserves, and celebrates its cultural heritage.
7. Advances opportunities to attract and retain newcomers.

WHY IS A CULTURALLY RICH AND DIVERSE CITY IMPORTANT TO OUR FUTURE?

526_ Culture has a clear link to prosperity. In 2011, London's cultural sector employed 7,700 people and contributed over $540 million to the City's Gross Domestic Product (GDP). Culture includes those things that are both tangible (things) and intangible (ideas, experiences, or behaviours) that are unique to us as Londoners, and that encourage diversity and inclusiveness. London's residents are from countries around the globe. Our diversity contributes greatly to what makes us exciting, exceptional and connected and the London of 2035 will be even more vibrant and diverse than the one we know today.

527_ Prosperity is tied to our quality of life, and our quality of life reflects our culture. Culture is fundamentally intertwined with the success of many local businesses and is integral to London's economy ranging from programs to business enterprises to cultural resources, and also forms part of many great neighbourhoods with their own identity and social connections. Culturally rich and diverse cities attract the best and the brightest labour force that our industries and businesses are looking for. Those cities that are able to attract this labour force will be successful in the economy of the future.

528_ The strategic directions of London's *Cultural Prosperity Plan* are designed to elevate the role of culture as a tool for promoting economic growth, to identify existing and needed resources to build cultural capacity, to explore collaborative frameworks and partnerships, and to strengthen and promote existing cultural resources.

WHAT ARE WE TRYING TO ACHIEVE?

529_ Through all of the planning that we do to foster a culturally rich and diverse city we will:

1. Elevate London's profile as a regional cultural centre.
2. Build upon our cultural strengths to attract and retain the best and brightest.
3. Support cultural programming to create a city that projects innovation, vibrancy, creativity, and entrepreneurialism.
4. Celebrate and strengthen greater diversity and inclusion in our community.
5. Build awareness through education, celebration and promotion of London's vast array of cultural programming, assets, and quality places.
6. Plan for, enhance, conserve and maintain our cultural assets and public spaces.
7. Protect and celebrate our community's cultural and natural heritage resources to allow current and future generations the opportunity to identify with and enjoy the cultural experiences and spaces the city has to offer.

HOW ARE WE GOING TO ACHIEVE THIS?

ELEVATE LONDON'S PROFILE AS A REGIONAL CULTURAL CENTRE

530_ Implement London's *Cultural Prosperity Plan* through municipal action and investment in collaboration with our community stakeholders and partners.

531_ Develop and implement the *Our Move Forward: London's Downtown Plan* that showcases the Downtown as the vibrant cultural centre for the region.

532_ Develop and implement a green strategy plan that promotes creative and innovative ways to build a more resilient city and promote our natural and cultural heritage.

533_ Implement a city-wide neighbourhoods strategy and a *Parks and Recreation Master Plan* to introduce innovative and creative ways to facilitate livable and sustainable communities that support diverse cultures, participation in recreation and amateur sports, and active health.

534_ Advance the eco-tourism, agri-tourism, and cultural tourism opportunities available in the city and support linkages to surrounding regional cultural facilities.

SUPPORT CULTURAL AND INNOVATIVE PROGRAMMING TO CREATE A CITY THAT EXUDES INNOVATION, VIBRANCY, CREATIVITY AND ENTREPRENEURIALISM

535_ Support cultural activities in all place types through the permitted uses, building forms and public spaces within the city.

536_ Strengthen civic engagement and appreciation of culture through consultation and ongoing education.

537_ Consider incentive programs to facilitate cultural activities that will generate activity, excitement, profile, and vibrancy for the residents of and visitors to our city.

538_ Develop programming along the Thames Valley Corridor and in London's parks to allow for festivals, events and activities that promote social connections, physical health, mental well-being and intellectual development.

539_ Improve the vibrancy of Dundas Street, our Cultural Corridor, which runs through Old East Village and the Downtown, and enhance connections to the Thames River.

PLAN FOR, MAINTAIN AND ENHANCE OUR CULTURAL ASSETS AND PUBLIC SPACES

540_ Design public spaces that showcase public art, creative spaces and gateways, and enhancements to cultural heritage resources. Use wayfinding , interpretive and gateway signage to identify important cultural places.

541_ Provide recreational activities in public spaces and community facilities that are accessible to all of our residents.

542_ Support urban design initiatives that create human spaces for the people of the city to enjoy and build social relationships by improving social interaction and connectivity.

543_ Encourage adaptive re-use of older industrial buildings to create spaces for new uses that support the development of the knowledge economy and labour force attraction.

544_ Promote the joint use of facilities and community infrastructure, and facilitate collaboration across our communities.

545_ Seek out public art and innovative urban design through the development process, wherever possible.

546_ Incentivize the provision of public art through the Planning and Development process. *(OPA 78)*

547_ Develop concept plans for gateway features, cultural corridor enhancements, and public spaces for incorporating public art and creative design features including areas such as Downtown, Old East Village, SoHo, Transit Villages, Rapid Transit Corridors and Main Streets.

548_ Design streets, parking spaces, and public spaces that can be transformed or activated to support festivals/events on weekends or during low-peak traffic periods, including Dundas Street between the Forks of the Thames and Wellington Street.

549_ Identify and incorporate London's public libraries and community centres as important cultural hubs, in plans and planning applications.

550_ Develop and maintain cultural asset mapping databases with innovative ways to engage and educate Londoners.

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Cultural Heritage

WHAT IS CULTURAL HERITAGE?

551_ Cultural heritage is the legacy of both the tangible and the intangible attributes that our community has inherited from past generations. Our cultural heritage resources include tangible elements such as buildings, monuments, streetscapes, landscapes, books, artifacts and art, and intangible aspects such as folklore, traditions, language, and knowledge.

552_ These cultural heritage resources, both publicly and privately-owned, and those of the three neighbouring First Nation communities (Chippewas of the Thames First Nation, Munsee-Delaware Nation and Oneida Nation of the Thames) define the city's unique identity and contribute to its continuing prosperity. The quality and diversity of these resources are important in distinguishing London from other cities and make London a place that is more attractive for people to visit, live or invest in. Our heritage resources are assets that cannot easily be replicated and they provide a unique living environment and quality of life. By conserving them for future generations, and incorporating, adapting, and managing them, London's cultural heritage resources define London's legacy and its future.

WHY IS CULTURAL HERITAGE IMPORTANT TO OUR FUTURE?

553_ Our cultural heritage is a record that tells a story about how our city has been modified by human activity and how it continues to evolve. It tells us who we are and where we came from and, in doing so, gives us a sense of our city's past so that we can better understand our future. Heritage planning allows the City opportunities to provide direction, in accordance with provincial legislation, regulations and policies, to guide our efforts to understand and conserve this record.

WHAT ARE WE TRYING TO ACHIEVE?

554_ In all of the planning and development we do, and the initiatives we take as a municipality we will:

1. Promote, celebrate, and raise awareness and appreciation of London's cultural heritage resources.
2. Conserve London's cultural heritage resources so they can be passed on to our future generations.
3. Ensure that new development and public works are undertaken to enhance and be sensitive to our cultural heritage resources.

HOW ARE WE GOING TO ACHIEVE THIS?

555_ This Plan will focus on three areas of cultural heritage planning including:

1. General policies for the protection and enhancement of cultural heritage resources.
2. Specific policies related to the identification of cultural heritage resources including individual heritage resources, heritage conservation districts, cultural heritage landscapes, and archaeological resources.
3. Specific policies related to the protection and conservation of these cultural heritage resources.

GENERAL CULTURAL HERITAGE POLICIES

> MUNICIPAL HERITAGE COMMITTEE

556_ In accordance with the *Ontario Heritage Act*, City Council may, by by-law, establish a municipal heritage committee to advise and assist Council on cultural heritage matters. In London, the municipal heritage committee is known as the Community Advisory Committee on Planning (CACP). *(OPA 78)*

> THE REGISTER OF CULTURAL HERITAGE RESOURCES

557_ In accordance with the *Ontario Heritage Act*, City Council, in consultation with the Community Advisory Committee on Planning (CACP), will prepare and maintain a Register listing properties of cultural heritage value or interest. The Register may also be known as *The City of London Inventory of Heritage Resources*. In addition to identifying properties designated under the *Ontario Heritage Act*, the Register may include properties that are not designated but that Council believes to be of cultural heritage value or interest. *(OPA 78)*

558_ The Register will identify properties as falling within one or more of the following categories with respect to the identification and protection of such resources under the relevant sections of the *Ontario Heritage Act*:

1. Part IV -related to individual properties.
2. Part V - related to heritage conservation districts.
3. Part VI -related to properties of archaeological significance.
4. Properties that are not designated but that City Council believes to be of cultural heritage value or interest.
5. Properties that have been recognized as cultural heritage landscapes.

559_ Where a view or vista is identified as a heritage attribute of a property included on the Register or a property identified as a cultural heritage landscape, such a view or vista should be conserved. A guideline document for the conservation of a view or vista may be prepared in conformity with the Guideline Documents policies in the Our Tools part of this Plan.

> SUSTAINABILITY

560_ City Council may acquire and own cultural heritage properties for the purpose of maintaining them as municipal assets and to provide good stewardship.

561_ Municipal budgets will be established to ensure the long-term sustainability and stewardship of municipally-owned cultural heritage assets.

562_ Strategies will be developed to promote the adaptive re-use or repurposing of existing built heritage assets to support green building design to reduce demand on natural resources.

563_ In conformity with the Urban Regeneration policies in the Our City part of this Plan, initiatives will be taken to support the adaptive re-use of cultural heritage resources to facilitate economic revitalization of neighbourhoods and business areas.

564_ All efforts should be made to protect cultural heritage resources, including archaeological resources, in the event of emergency or threat, such as fire, flood, willful damage, and other unanticipated situations or discoveries.

> DESIGN

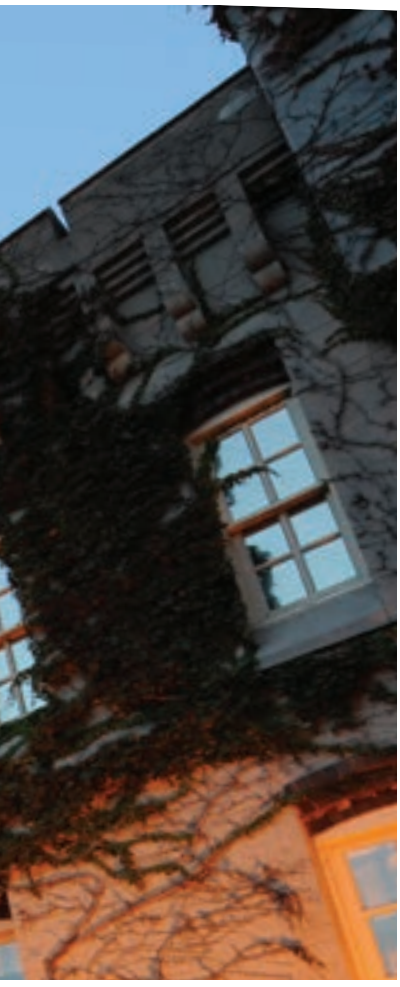
565_ New development, redevelopment, and all civic works and projects on and adjacent to heritage designated properties and properties listed on the Register will be designed to conserve the heritage attributes and character of those resources and to minimize visual and physical impact on these resources. A heritage impact assessment will be required for new development, redevelopment, and civic works and projects on, and adjacent to, heritage designated properties and properties listed on the Register to assess potential impacts and explore alternative development approaches and mitigation measures to address any impact to the cultural heritage resource and its heritage attributes.

566_ Relocation of cultural heritage resources is discouraged. All options for on-site retention must be exhausted before relocation may be considered.

567_ In the event that demolition, salvage, dismantling, relocation or irrevocable damage to a cultural heritage resource is found necessary, as determined by City Council, archival documentation may be required to be undertaken by the proponent and made available for archival purposes.

568_ Conservation of whole buildings on properties identified on the Register is encouraged and the retention of façades alone is discouraged. The portion of a cultural heritage resource to be conserved should reflect its significant attributes including its mass and volume.

569_ Where, through the process established in the Specific Policies for the Protection, Conservation and Stewardship of Cultural Heritage Resources section of this chapter and in accordance with the *Ontario Heritage Act*, it is determined that a building may be removed, the retention of architectural or landscape features and the use of other interpretive techniques will be encouraged where appropriate.



> STRATEGIES/PROGRAMS

570_ For the purposes of cultural heritage protection and conservation, City Council may adopt a number of specific strategies and programs, including:

1. Identification and designation of specific cultural heritage resources including properties, districts, landscapes, and archaeological sites.
2. Community improvement plans and associated financial incentives.
3. Public works policies for cultural heritage resources.
4. Demolition control.
5. Heritage easements.
6. Purchase or lease agreements.
7. *Policy Deleted*.
8. Interim control by-laws.
9. Sign by-laws.
10. Financial securities.
11. Urban regeneration programs for heritage neighbourhoods and business areas.
12. Conservation plans and management protocols for municipally-owned heritage resources. *(OPA 78)*

571_ The City will cooperate with neighbouring municipalities, other levels of government, First Nations, conservation authorities, institutions, and the private sector to protect and conserve heritage resources that may cross property, geographical or jurisdictional boundaries.

IDENTIFICATION OF CULTURAL HERITAGE RESOURCES

> INDIVIDUAL HERITAGE PROPERTIES

572_ In accordance with the *Ontario Heritage Act*, City Council may designate individual properties of cultural heritage value or interest under Part IV of the Act.

573_ City Council will consider one or more of the following criteria in the identification and designation of individual properties of cultural heritage value or interest:

1. The property has design or physical value because it:
   a. Is a rare, unique, representative or early example of a style, type, expression, material, or construction method.
   b. Displays a high degree of craftsmanship or artistic merit.
   c. Demonstrates a high degree of technical or scientific achievement.
2. The property has historic value or associative value because it:
   a. Has direct associations with a theme, event, belief, person, activity, organization, or institution that is significant to a community.
   b. Yields, or has the potential to yield, information that contributes to an understanding of a community or culture.
   c. Demonstrates or reflects the work or ideas of an architect, artist, builder, designer, or theorist who is significant to a community.
3. The property has contextual value because it:
   a. Is important in defining, maintaining, or supporting the character of an area.
   b. Is physically, functionally, visually, or historically linked to its surroundings.
   c. Is a landmark.

574_ While the Register will be as complete as possible in identifying properties of cultural heritage value or interest, there may be properties that are not identified on this inventory. This does not diminish the potential for these properties to be identified as significant cultural heritage resources which may be designated under the *Ontario Heritage Act*.

> HERITAGE CONSERVATION DISTRICTS

575_ In accordance with the *Ontario Heritage Act*, City Council may designate areas of the city as heritage conservation districts. Such districts may comprise a block or blocks, a streetscape or any other contiguous area.

576_ City Council will consider the following criteria in the evaluation of an area for designation as a heritage conservation district:

1. The association of the area with a particular historical event or era that is unique to the community.
2. The presence of properties which are considered significant to the community as a result of their location or setting.
3. The presence of properties representing a design or method of construction which is considered to be of cultural heritage value or interest to the community, region, province, or nation.
4. The presence of properties which collectively represent a certain aspect of the development of the city that is worthy of maintaining.
5. The presence of physical, environmental, or aesthetic elements which, individually, may not constitute sufficient grounds for designation as a heritage conservation district, but which collectively are significant to the community.

> CULTURAL HERITAGE LANDSCAPES

577_ Consistent with the *Provincial Policy Statement*, City Council may identify areas of the city as cultural heritage landscapes. A cultural heritage landscape is a defined geographic area that may have been modified by human activities and is identified as having cultural heritage value or interest by a community, including an Aboriginal community. The area may involve features such as structures, spaces, archaeological sites, or natural elements that are valued together for their interrelationship, meaning, or association. Such a cultural heritage landscape is valued by Londoners and is significant to an understanding of the histories of a people or place.

578_ A guideline document for the identification of cultural heritage landscapes may be prepared in conformity with the Guideline Documents policies in the Our Tools part of this Plan.

> ARCHAEOLOGICAL RESOURCES

579_ In cooperation with the Province, the City will identify and designate archaeological resources in accordance with the *Ontario Heritage Act*.

580_ The City shall adhere to the provisions of the *Funeral, Burial and Cremation Services Act* as it pertains to archaeological resources and human remains.

581_ Archaeological resources may be included on the City's Register. Data relating to these resources will be kept for the purpose of heritage planning and development review. Locations of archaeological resources will be kept confidential, where possible, in accordance with the *Municipal Freedom of Information and Protection Act*, to protect against vandalism, disturbance, and the inappropriate removal of resources.

582_ In the event that unexpected archaeological resources, human remains or cemeteries are identified or encountered during assessment, development, or site alteration, all work must immediately cease and the site must be secured. The appropriate provincial and municipal authorities must be notified. Required provisions under the *Funeral, Burial and Cremation Services Act*, the *Ontario Heritage Act*, and other applicable protocols and policies must be followed. Where there are First Nation burials, they will be addressed in consultation with the relevant First Nations communities. Licensed archaeologists may be required to assess and/or monitor the property and recommend conservation strategies. The City may prepare a protocol to address these matters to ensure that the appropriate measures are taken in the event that human remains or unexpected archaeological resources are discovered.

SPECIFIC POLICIES FOR THE PROTECTION, CONSERVATION AND STEWARDSHIP OF CULTURAL HERITAGE RESOURCES

> INDIVIDUAL HERITAGE PROPERTIES

583_ To ensure a greater degree of protection to designated properties of cultural heritage value or interest, City Council may enter into agreements with property owners or may attempt to secure conservation easements in order to protect those features deemed to have heritage value. Council may also consider the application of zoning that includes regulations to further protect the property.

584_ Building height and densities may be increased, in conformity with the Our Tools part of this Plan, in support of heritage designation of a property that is of cultural heritage value or interest. *(OPA 78)*

585_ Where City Council has issued a notice of intent to designate a heritage property under Part IV of the *Ontario Heritage Act*, the protection against alteration, removal, or demolition for that property will be as though it was designated until Council deems otherwise.

586_ The City shall not permit development and site alteration on adjacent lands to heritage designated properties or properties listed on the Register except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the heritage designated properties or properties listed on the Register will be conserved.

587_ Where a property of cultural heritage value or interest is designated under Part IV of the *Ontario Heritage Act*, no alteration, removal or demolition shall be undertaken that would adversely affect the reasons for designation except in accordance with the *Ontario Heritage Act*.

588_ City Council will, through the provisions of the City's *Property Standards By-Law*, ensure that designated properties identified on the Register are maintained with respect to the integrity of the building and the retention of identified heritage attributes.

589_ A property owner may apply to alter the cultural heritage attributes of a property designated under the *Ontario Heritage Act*. The City may, pursuant to the *Act*, issue a permit to alter the structure. In consultation with the Community Advisory Committee on Planning, the municipality may delegate approvals for such permits to an authority. *(OPA 78)*

590_ Where a property has been identified on the Register and an application is submitted for its demolition or removal, the Heritage Planner and the Clerks Department will be notified in writing immediately. A demolition permit will not be issued until such time as City Council has indicated its approval, approval with conditions, or denial of the application pursuant to the *Ontario Heritage Act*. Council may also request such information that it needs for its consideration of a request for demolition or removal.

591_ Where a heritage designated property or a property listed on the Register is to be demolished or removed, the City will ensure the owner undertakes mitigation measures including a detailed documentation of the cultural heritage features to be lost, and may require the salvage of materials exhibiting cultural heritage value for the purpose of re-use or incorporation into the proposed development.

> HERITAGE CONSERVATION DISTRICTS

592_ Areas of the city that City Council considers to have cultural heritage value or interest may be considered for designation as heritage conservation districts under the *Ontario Heritage Act*.

593_ Pursuant to the *Ontario Heritage Act*, the by-law passed for the designation of a heritage conservation district will adopt a heritage conservation district plan that will include:

1. A statement of the objectives to be achieved in designating the area as a heritage conservation district.
2. A statement explaining the cultural heritage value or interest of the heritage conservation district.
3. A description of the heritage attributes of the heritage conservation district and of properties in the district.
4. Policy statements, guidelines, and procedures for achieving the stated objectives and managing development and change within the heritage conservation district.
5. A description of the alterations or classes of alterations that are minor in nature and that the owners of properties in the heritage conservation district may carry out or permit to be carried out on any part of a property, other than the interior of any structure or building on the property, without obtaining a permit under section 42 of the Act.

594_ Within heritage conservation districts established in conformity with this chapter, the following policies shall apply:

1. The character of the district shall be maintained by encouraging the retention of existing structures and landscapes that contribute to the character of the district.

2. The design of new development, either as infilling, redevelopment, or as additions to existing buildings, should complement the prevailing character of the area.

3. Regard shall be had at all times to the guidelines and intent of the heritage conservation district plan.

595_ City Council will, through the provisions of the City's *Property Standards By-Law*, ensure that properties within heritage conservation districts are maintained with respect to the integrity of the building and the retention of identified heritage attributes.

596_ A property owner may apply to alter a property within a heritage conservation district. The City may, pursuant to the *Ontario Heritage Act*, issue a permit to alter the structure. In consultation with the Community Advisory Committee on Planning, the City may delegate approvals for such permits to an authority. *(OPA 78)*

597_ Where a property is located within a heritage conservation district designated by City Council, the alteration, erection, demolition, or removal of buildings or structures within the district shall be subject to the provisions of Part V of the *Ontario Heritage Act*.

598_ Development and site alteration on adjacent lands to a heritage conservation district may be permitted where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.

599_ Where a property is located within a heritage conservation district and an application is submitted for its demolition or removal, the Heritage Planner and the Clerks Department will be notified in writing immediately. A demolition permit will not be issued until such time as City Council has indicated its approval, approval with conditions, or denial of the application pursuant to the *Ontario Heritage Act*. Council may also request such information that it needs for its consideration of a request for demolition or removal.

600_ Where a property within a heritage conservation district is to be demolished or removed, the City will ensure the owner undertakes mitigation measures including a detailed documentation of the cultural heritage features to be lost, and may require the salvage of materials exhibiting cultural heritage value for the purpose of re-use or incorporation into the proposed development.

601_ Specific heritage conservation districts designated by City Council are listed below and shown on Map 9 - Heritage Conservation Districts and Cultural Heritage Landscapes. Additions to this list and Map 9 will be made as an amendment to this Plan as Council designates new heritage conservation districts. These specific Heritage Conservation District Plans and Guidelines will be used in the evaluation of planning and development applications in these areas:

1. East Woodfield
2. Bishop Hellmuth
3. Old East Village
4. West Woodfield
5. Blackfriars/Petersville
6. Wortley Village/Old South
7. Downtown

> CULTURAL HERITAGE LANDSCAPES

602_ Areas of the city that City Council considers to be of cultural heritage value or interest may be recognized as cultural heritage landscapes consistent with the *Provincial Policy Statement* and in conformity with the policies of this Plan, and will be added to the Register.

603_ Cultural heritage landscape conservation plans will be adopted for each cultural heritage landscape identified by City Council and will be in conformity with the Guideline Documents policies in the Our Tools part of this Plan.

604_ All public works and projects will conform with the applicable cultural heritage landscape conservation plan.

605_ A property owner may apply to alter a property within a cultural heritage landscape. The City or its delegate may consent to, or grant a permit to, alter the property through the Heritage Alteration Permit process.

606_ Development and site alteration on adjacent lands to a cultural heritage landscape shall not be permitted except where the proposed development and site alteration has been evaluated through a heritage impact assessment and it has been demonstrated that the heritage attributes of the cultural heritage landscape will be conserved.

607_ Specific cultural heritage landscapes designated by City Council are listed below. Additions to this list and Map 9 will be made as an amendment to this Plan and as Council adopts new cultural heritage landscapes:

1. Western Counties Health and Occupational Centre Grounds

ARCHAEOLOGICAL RESOURCES

608_ In accordance with the *Ontario Heritage Act*, the City will conserve archaeological resources.

609_ The City will prepare and maintain an *Archaeological Management Plan* that will identify archaeological resources and areas of archaeological potential and provide direction and requirements for the identification, evaluation, conservation and management of archaeological resources in accordance with the *Ontario Heritage Act*. The *Archaeological Management Plan* may be subject to review and shall be updated in conjunction with a comprehensive review of the Official Plan.

610_ The City will notify the appropriate First Nations and invite them to participate in the process during the preparation of the *Archaeological Management Plan*.

611_ Development and site alteration shall not be permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved. Preservation of the archaeological resources on site is the preferred method, but in some cases, conservation can occur by removal and documentation.

612_ Where significant archaeological resources are preserved on site, in situ, conservation may be secured through a heritage easement agreement, designation under the *Ontario Heritage Act*, zoning provisions and/or other planning or heritage conservation tools.

613_ Where First Nations significant archaeological resources are to be preserved on site, the proponent and the consultant archaeologist shall consult with the appropriate First Nation to identify approaches to commemoration of the site.

614_ Where First Nations significant archaeological resources are identified and preservation on site is not possible, the consultant archaeologist shall consult with the appropriate First Nation to address their interest in the resource to identify interpretive and commemorative opportunities related to the resource.

615_ Where a Stage 2 and 3 archaeological assessment is being undertaken on First Nations archaeological resources, the proponent and the consultant archaeologist shall notify the appropriate First Nation in advance of on-site assessment work. Provision shall also be made to include a monitor for the assessment work.

616_ An archaeological assessment is required where a proposal involves development or site alteration, and if it is determined through the application of the *Archaeological Management Plan* model that any part of a subject area possesses archaeological resource potential or known archaeological resources.

617_ Archaeological assessments shall be undertaken to the applicable level of assessment by a consultant archaeologist in compliance with provincial requirements and standards.

618_ All archaeological assessments shall be provided to the Ministry of Heritage, Sport, Tourism and Culture Industries in accordance with the *Ontario Heritage Act*. The assessment report shall be provided to the City for comment to ensure that the scope is adequate and consistent with the conservation objectives of the City. *(OPA 78)*

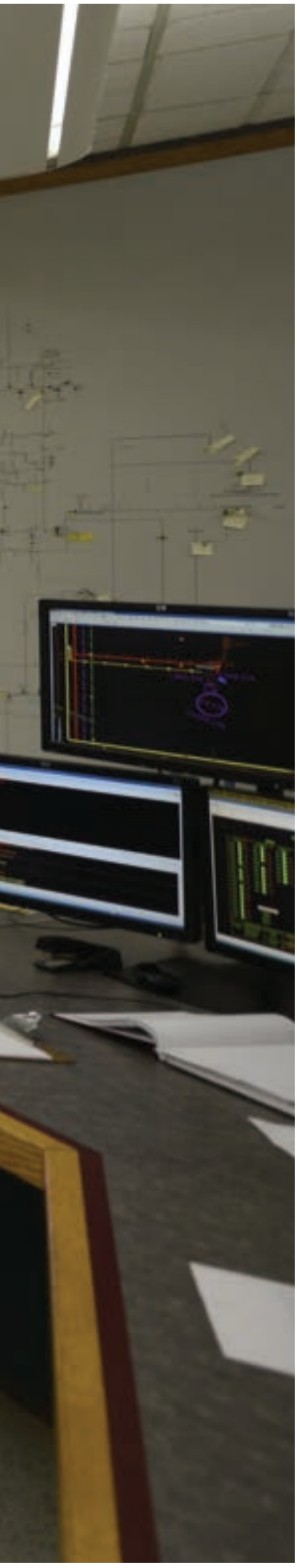
619_ Where archaeological resources are documented and found to be First Nations or Indigenous in origin, a copy of the assessment report shall be provided by the consultant archaeologist to the appropriate First Nation.

620_ City-initiated projects and development projects involving development or site alteration on identified lands will be subject to review for their potential impact on the archaeological resource, in conformity with the policies of this Plan.

621_ The appropriate First Nations communities shall be provided notification by the consultant archaeologist in regard to the identification of burial sites and significant archaeological resources relating to the activities of their ancestors.

622_ When considering an application for development or site alteration, the City may require a marine archaeological assessment to be conducted by a qualified person pursuant to the *Ontario Heritage Act* if partially or fully submerged marine features such as ships, boats, vessels, artifacts from the contents of boats, old piers, docks, wharfs, fords, fishing traps, dwellings, aircraft, and other items of cultural heritage value are identified and may be impacted by shoreline and waterfront developments. Any marine archaeological resource that is identified shall be reported to the Province.

TALK BACK



Smart City

WHAT IS A SMART CITY?

623_ A Smart City is a city that uses new forms of information and communications technology (ICT) to promote economic development, civic innovation, the sharing of data, and a high quality of life. Making the city more livable, functional, and competitive, smart cities promote innovation and data sharing to help improve a city's economy, mobility, environment, citizenship, quality of life, and city governance. Smart City infrastructure will also assist in improved decision making through more advanced analytics of data.

WHY IS BUILDING A SMART CITY IMPORTANT TO OUR FUTURE?

624_ To address a growing demand for a more efficient, sustainable, and livable model of urban development, specifically the concept of "sustainable or resilient cities", Smart City programming supports environmentally, culturally and socially sustainable city building initiatives. It also provides a direction for cities to address global issues such as increased urbanization, global warming and climate change, continued growth in traffic congestion, and socio-demographic changes in a local context. The implementation of ICT infrastructure and business intelligence tools improves the efficiency and integration of city operations and services, municipal decision making and the quality of life for the city's residents. It encourages entrepreneurship and attracts business investment to the city, ultimately leading to a more prosperous place.

WHAT ARE WE TRYING TO ACHIEVE?

625_ Through city investments, long-term planning initiatives and the review of planning and development applications, action will be taken to design and build our smart city in the following ways:

1. Build a connected city that links all of its residents, stakeholders, investors, and external partners.
2. Give London a competitive advantage as a city that is well known to have the highest quality of information and communications infrastructure for those businesses and industries that require it.
3. Use smart cities infrastructure and technology to foster an environment that supports business incubation.
4. Enhance quality of life for all Londoners by supporting the development and delivery of state-of-the-art communication capabilities for all residents and businesses throughout the city.
5. Provide customer-centric public services that leverage digital infrastructure, people, and processes to serve all residents and businesses.
6. Facilitate open government by using technology that will make the city more transparent and inclusive to encourage the participation and involvement of all stakeholders in decisions faced by the city.
7. Provide the highest level of smart city infrastructure and amenity offered in London to locations within our Downtown, our Transit Villages and Rapid Transit Corridors, our Institutional Place Types, and in appropriate locations within our Industrial Place Types.
8. Use smart city infrastructure to support the Key Directions and City Building policies of this Plan.
9. Ensure that rights to the protection of privacy are always respected and maintained.

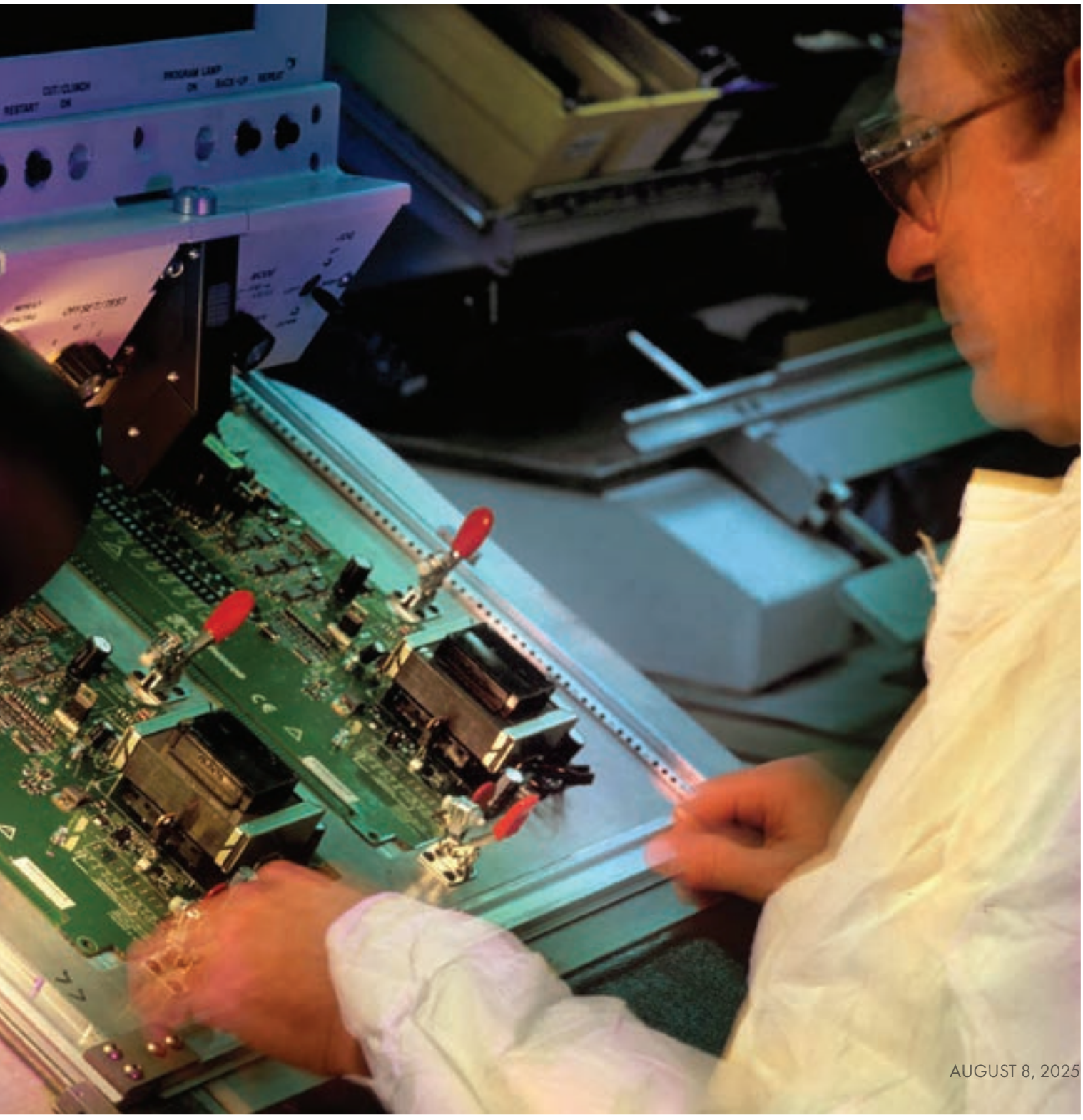
HOW ARE WE GOING TO ACHIEVE THIS?

SMART CITY STRATEGY

626_ A Smart City Strategy may be prepared to establish a clear strategy for collaboration, facilitation, investment, infrastructure advancement, skill development and other initiatives supportive of a smart city.

627_ The Smart City Strategy should be monitored and updated from time to time to assess its effectiveness and address changes in technology.

628_ Upon adoption, the Smart City Strategy may be implemented through such actions as investment in smart city infrastructure, information sharing, collaboration, education and skill development and other municipal initiatives.



SMART CITY INFRASTRUCTURE

629_ ICT infrastructure should form part, where appropriate, of civic infrastructure, public facilities, public spaces and mobility services.

630_ The installation of ICT infrastructure, and the delivery of associated software, should be coordinated with other civic infrastructure and municipal projects. Measures should be taken to establish a fully networked city infrastructure over time.

631_ To encourage resiliency and recognizing the fast pace of change in communications technologies, all civic infrastructure should incorporate a form of ICT infrastructure that is adaptable to change and next-generation technologies.

632_ To support the City Structure Plan, and to support research and development, innovation and business development, the most robust ICT infrastructure should be offered in the Downtown, Transit Villages, Rapid Transit Corridors, Institutional Place Types and where required in the Industrial Place Types.

633_ Public access points to the internet and infrastructure that supports this access should be provided in the Downtown and Transit Village Place Types and in the station areas of the Rapid Transit Corridor Place Type; where possible these elements should be integrated into new developments and/or retrofits. Community improvement plans and secondary plans may identify how this infrastructure will be integrated into these areas.

634_ The installation of advanced ICT infrastructure into all public, institutional, and large-scale private sector development projects will be encouraged.

635_ Cellular transmission towers and satellite infrastructure should be designed to integrate as part of the proposed building form and/or civic infrastructure related to development projects. Similarly, above-grade infrastructure should be designed to enhance and not detract from the design quality of the public realm.

636_ ICT infrastructure and related software may be used to monitor civic infrastructure, promote intelligent transportation systems, and provide information for a variety of municipal and community applications and facilitate improvements in service delivery to our customers. The *Corporate Asset Management Program* may utilize this information to manage our resources efficiently and effectively.

INFORMATION SHARING FOR A SMART CITY

637_ To create an open data environment, municipal data should be made available to all residents and businesses, in accordance with the *Municipal Freedom of Information and Protection of Privacy Act*.

638_ Convenient access to civic information and analytics tools should be provided to residents, businesses, and visitors to the city.

639_ Digitally enabled services may be pursued to give residents and businesses better access to information and options for how they use the city. Where appropriate, mechanisms will be created that allow residents and businesses to give feedback and report on city infrastructure and services to enhance this real-time data.

640_ Platforms may be created to allow for real-time data sharing to support analytics and decision making in a variety of formats suitable to mobile and other platforms and accessible by all.

641_ Data collection and sharing should be coordinated among municipal departments to inform decision making, business strategies and ensure delivery of cost-efficient and high-quality city services.

642_ The City should ensure that the collection, sharing and management of all data is undertaken through secure methods and in accordance with the requirements of the *Municipal Freedom of Information and Protection of Privacy Act*.

COLLABORATING FOR A SMART CITY

643_ The City may collaborate with regional partners to explore the possibility of preparing a Regional Digital Development Strategy for Southwestern Ontario to assist with, amongst other initiatives, the implementation of a regional ICT network and the creation of an intelligent region.

644_ The City may collaborate with regional partners to explore development of a digitally connected region for southwestern Ontario to enhance access to rich sources of information and the means to share and analyze it to generate knowledge and encourage collaboration across the area. This collaboration may extend to community partners such as educational and health care institutions, research and development organizations, high-tech businesses, senior levels of government and other potential collaborators within our communities.

645_ Partnerships will be encouraged between educational and health care institutions, vendors and development partners to provide knowledge transfer, analytics skills and the creation of training programs for the public, ICT professionals and municipal officials.

646_ The City may establish partnerships with leading vendors, educational institutions and research facilities in networking, smart building, ICT applications, control systems, and data sharing to provide expertise, technology, and to minimize smart city costs.

647_ The City may collaborate with community partners to develop programming that offers support to existing and potential community organizations so that they may benefit from the smart digital infrastructure.

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Food System

WHAT IS A FOOD SYSTEM?

648_ A food system refers to all the processes, networks, and infrastructure that are involved with the growth, harvest, processing, packaging, distribution, transport, marketing, sale, serving, consumption, and disposal of food within a city or a region. London's food system includes the prime agricultural land in and around our city, as well as the significant agri-food industry that exists in London that processes, packages, and transports our food to the world. Our food system includes such things as backyard and community gardens, local businesses, and restaurants that sell and serve food, and farmers markets that bring residents, food businesses, and local growers together.

649_ The City has also adopted a *Food Charter* and the policies of this Plan support that Charter.

WHY ARE FOOD SYSTEMS IMPORTANT TO OUR FUTURE?

650_ The production, processing, and distribution of food consumes a significant amount of energy and has a major impact on our environment. Strengthening our local food system so that we can grow and consume more of our food locally, makes us more resilient to escalating energy prices and transportation costs. It also makes us less dependent on other countries to produce the food we consume.

651_ The food production and distribution sector in London employs a large number of people. Recognizing our location within a region that possesses some of the best agricultural land in Canada and the world, we have a strategic advantage to grow our food-related industries for employment and prosperity.

652_ There are portions of our city that can be considered food deserts. These are areas where food is not easily or affordably available within certain communities. These food deserts undermine our goals relating to prosperity, health, and wellness. We will seek to eradicate food deserts that exist in our city, so that all of our communities have easy and affordable access to healthy food within easy walking distance of their homes by 2035.

WHAT ARE WE TRYING TO ACHIEVE?

653_ Through our planning, public projects, and investment, we will encourage, foster, and support:

1. A sustainable food system that contributes to the economic, ecological, and social well-being of our city and region.
2. Local food production and access to local, regional, national and international agricultural trade markets.
3. A strengthened local food system infrastructure.
4. Ready access to high-quality retail grocery stores, farmers markets, and other food sources which provide affordable, safe, healthy, culturally diverse, and local foods.
5. Alternative ways that Londoners grow, process and sell food within the city.
6. Opportunities for urban food production on private and public lands.
7. Community economic development through the growth, processing, packaging, distribution, marketing, sale, and serving of food.
8. Mechanisms that support and promote food waste recovery and re-use systems that retain biological nutrients for local farmers or other food producers.

HOW ARE WE GOING TO ACHIEVE THIS?

COMPREHENSIVE FOOD SYSTEM PLANNING

654_ We will participate in coordinated community and regional efforts to develop a more sustainable food system that considers all stages of the food system and that:

1. Encourages local and regional food production and processing, and protection of productive farmland, as provided for by the Farmland Place Type policies of this Plan.
2. Celebrates local food culture, cuisine, and indigenous and local food traditions, in conformity with the Culturally Rich and Diverse City chapter of this Plan.
3. Works with neighbouring municipalities in the region to enhance urban and rural food production, processing, storage, distribution and linkages to the restaurant and tourism sectors, as a basis for region-wide food system planning and policy development.
4. Assesses neighbourhood food system opportunities as part of local area planning.
5. Supports composting from a household to a city-wide level with a goal that most organic waste be diverted from landfill, in conformity with the Civic Infrastructure and Green and Healthy City chapters of this Plan.
6. Provides opportunities for urban agriculture.

655_ All Londoners should have access to food within their neighbourhood.

656_ Opportunities will be explored to locate grocery stores as a part of a complete community, accessible to key pedestrian routes and transit.

657_ Encourage grocery store, farmers market, and community garden uses in areas that have been identified as a food desert.

658_ Promote and secure agricultural industries that will connect into regional efforts in support of agricultural development.

659_ Promote London as a pollinator sanctuary, considering how we can create and support environments that are conducive to pollinators in all of the planning and public works we are involved with, recognizing the important role that pollinators play in our long-term food security.

660_ Promote tourism activities which draw activity to both Rural and Urban London's food sector.

661_ The local production of food should be promoted with other tourism and recreational activity initiatives from farm-based activities to restaurants and markets.

662_ Promote all forms of livestock farming and animal husbandry within the Farmland Place Type. Keeping of livestock and pursuing animal husbandry activities is not permitted within the Urban Place Types.

COMMUNITY BENEFIT

663_ Foster and promote opportunities for community gardens and local markets that:

1. Encourage and support urban food production on private and public land, and identify opportunities on surplus lands where it is safe and suitable, and the soil can support gardening within the urban area.
2. Identify potential City-owned sites where different food production activities might be supported.
3. Identify the roles and responsibilities of participants.
4. Provide mechanisms to acquire land for gardening purposes, where appropriate.

664_ Prepare and implement a community garden strategy to:

1. Strengthen and nurture neighbourhoods and Londoners.
2. Promote civic life and social equity.
3. Promote environmental stewardship.
4. Improve quality of life.
5. Increase access to healthy and affordable food for residents.

665_ In conformity with the community garden strategy, expand the development of community gardens located on municipal and/or private lands into neighbourhoods across the city. Prioritize neighbourhoods that feature a high proportion of rental or attached housing.

666_ Rooftop gardens, where buildings can support them, will be encouraged.

667_ The provision of publicly-accessible rooftop garden space and green roofs designed for food production or recreation will be encouraged as part of a Planning and Development Application. *(OPA 78)*

668_ The opportunity to promote food production on public lands such as parks and street rights-of-way will be explored.

669_ Market gardens and roadside stands which sell fresh seasonal produce grown in London may be permitted as temporary uses within both the Rural and Urban portions of the city, provided they are safely located and in conformity with the Mobility policies of this Plan and the *Zoning By-law*.

670_ In cooperation with the school boards, school yards will be promoted as locations for community gardens due to their educational and community value. Similarly, hospitals, places of worship and higher education institutions will be encouraged to consider community gardens.

671_ Create opportunities for jobs and economic diversity in food systems through support for small business and entrepreneurs involved in the production of artisanal food products and other goods using locally-sourced materials.

672_ Consider greenhouses and other amenities as part of community gardens where appropriate infrastructure is available to support their construction and operation.

673_ Support food banks and other social enterprises that help to provide and distribute food to those Londoners that need it the most. Support before-school programs that ensure that children have access to nutritional meals in the morning.

674_ Support educational programs that teach Londoners how to eat healthy.

GROWING OF FOOD IN URBAN AREAS

674A_ We will promote opportunities for growing of food in urban areas recognizing urban agriculture's role in building a more sustainable and resilient city, increasing food security, providing access to local and nutritious food options, fostering community connections and health benefits and creating economic growth opportunities. *(OPA 47)*

674B_ Growing of food on lands, in greenhouses and shipping containers, within buildings and on rooftops may be permitted in all Urban Place Types recognizing that the long-term vision of this Plan is for urban development consistent with the applicable Place Type. Permitted uses, and associated structures and infrastructure, will be limited to those which will not preclude future development options. *(OPA 47)*

674C_ Greenhouses that are used exclusively for growing of food may be considered as farm buildings and permitted in all Urban Place Types. The Zoning By-law may establish specific regulations for such greenhouses within the Urban Growth Boundary. *(OPA 47)*

674D_ Greenhouses used for the growing of food within an Urban Place Type that are less than 200m^2 may be exempt from site plan approval. However, site plan approval will be required if potential impacts on adjacent lands have been identified or to ensure the proposed greenhouse fits within its context, in accordance with Evaluation criteria for Planning and Development applications. The scoped site plan approval process may be applied for Greenhouses used for urban agriculture as described in the Our Tools part of this Plan. *(OPA 47)*

674E_ Growing food in converted shipping containers may be permitted in all Urban Place Types and will require site plan approval. Within the Neighbourhoods Place Type the use of shipping containers for the growing of food shall be subject to a zoning by-law amendment where the Evaluation Criteria for Planning and Development Applications can be met. *(OPA 47)*

674F_ Any proposed building or structure intended for the growing of food in the Urban Growth Boundary will be subject to all of the policies of this Plan, the regulations of the Zoning By-law and all other applicable legislation and regulations. *(OPA 47)*

PUBLIC/PRIVATE PARTNERSHIPS

675_ Establish partnerships with private businesses, non-profit groups, and volunteers to promote London as a centre for agricultural and related employment.

676_ In coordination with public/private partners, create public awareness and provide education about the connection between local food and healthy living.

677_ Encourage alternative food provision including food co-operatives and on-street food markets to ensure all Londoners have access to nutritious food.

678_ Consider and establish new and innovative approaches to urban food production that increase food security, such as cooperative farming initiatives and urban garden plots on vacant, city-owned lands.

679_ Promote a full diversity of food, including a broad selection, to provide all Londoners with access to as many elements of a healthy diet as possible.

680_ Promote access to food that is culturally diverse and support the production, processing, and selling of a wide variety of foods which may be promoted and available throughout the city and as part of community events in the city.

681_ Promote food-based community economic development incubators that help new food-related businesses to establish in London.

CITY INVESTMENT

682_ As appropriate, invest in urban food projects through grants and funding to implement the City's community garden strategy and projects that support the *Food Charter*.

683_ Protect and preserve the city's farmlands and agricultural-related industries as part of a sustainable food system.

684_ As part of the City's economic development strategy, target and attract agri-business and food processing facilities to locate in London, to add value to locally and regionally grown food as a sustainable source of local jobs.

685_ Encourage and secure farmers markets that will connect Rural London to Urban London and to the region. The promotion of farmers markets may:

1. Create markets large enough to be economical for farmers and other vendors.
2. Provide for locally grown produce and/or processed goods.
3. Be almost entirely food-based.
4. Be located in diverse locations around the city with good pedestrian and transit access.

686_ Create and implement strategies to manage pests, disease, invasive species, urban wildlife, and other threats to the production of food and the sustainability of our food system.

Green and Healthy City

WHAT IS A GREEN AND HEALTHY CITY?

687_ A green city is an environmentally friendly city. A green city imposes a minimal impact on the environment, minimizes consumption of water and energy, and reduces or eliminates waste outputs such as air pollution, water pollution, wastes and heat in a sustainable fashion. Green cities also have a small ecological footprint – the amount of land and water area required to sustain a city's consumption patterns and absorb its wastes on an annual basis.

688_ A healthy city is one that supports the health of those that live in it. It can do so as a result of how it is planned and developed – offering such things as active mobility options, quality parks and recreational facilities for active and passive recreation, a clean and healthy environment, accessible health care facilities and services, protection from natural hazards, and safe and secure places. It can also do so through the culture of a city, whereby the community is conscious of health and always striving to improve it.

689_ Green cities are healthy cities, so these two goals and the initiatives required to realize them are closely linked.

690_ *The London Plan* acts as London's integrated community sustainability plan in that it incorporates the three components of sustainability, establishing strategic directions and policies for the environmental, social, and economic well-being of the city.

WHY IS A GREEN AND HEALTHY CITY IMPORTANT TO OUR FUTURE?

691_ Climate change and extreme weather could be our planet's most pressing problems and we need to think of how our city can become more resilient to such change. Meanwhile, as energy costs rise over time, our efforts to become a green city will help London to remain affordable and economically competitive. The emerging green economy will provide significant opportunities for cities that are creative and able to capture green jobs.

692_ The world's resources are finite and all cities must do their share to reduce their ecological footprint so that our local, regional, and global environments remain healthy.

693_ It is important that we create a London that is sustainable, vibrant, and prosperous for our future generations. A person and a community cannot prosper without good health. London is well positioned to develop its image as a healthy city and in doing so create jobs, heighten our quality of life, and give London a competitive advantage over many other cities in the world.

WHAT ARE WE TRYING TO ACHIEVE?

694_ In all of our planning, public projects, and infrastructure investments we will strive to:

1. Become one of the greenest cities in Canada. In doing so, London's ecological footprint will be smaller, per capita, than most cities in the country.
2. Develop our city so that it offers the highest standard of health and wellness to all those who live here.

HOW ARE WE GOING TO ACHIEVE THIS?

695_ The Environmental Policies of this Plan are the foundation for a green and healthy city. All of the policies that follow will be implemented within the context of these overarching policies that protect and enhance our Natural Heritage System, minimize risks associated with natural and human-made hazards, and identify and conserve natural resources.

696_ We will market London to the world as a healthy city.

697_ Implementing the City Structure and City Building policies of this Plan will help us to achieve our green and healthy city goals by supporting such things as:

1. Attractive active mobility and public transit choices.
2. Vibrant, diverse, connected and safe neighbourhoods that are designed to support active mobility.
3. Abundant high-quality parks, trails, cycling infrastructure and recreational facilities.
4. Safe places and spaces.
5. A healthy Urban Forest.
6. Cleaner and more sustainable forms of energy.
7. Reduced air emissions.
8. Clean and sustainable infrastructure, including the safe delivery of drinking water, solid waste diversion and sanitary sewage treatment.
9. A wide range of housing choice and affordable housing opportunities.
10. Abundant and accessible health care services.
11. Reliable and sustainable emergency services.
12. Safe places and spaces.
13. Regenerated urban neighbourhoods.
14. Redeveloped brownfield sites.

HEALTHY BUILT FORM

698_ We will build our city to facilitate active mobility. The city will be designed to provide infrastructure such as sidewalks, bicycle lanes and pathways, to locate amenities within neighbourhoods so that they accessible, and to achieve levels of density and connectivity that minimize travel distances between destinations.

699_ We will design our city to create safe public spaces that can be used by Londoners of all ages and abilities.

700_ We will develop as an age-friendly city in ways that support the security, health and well-being of our senior populations.

701_ We will capitalize upon our location as the centre of agriculture in southwestern Ontario, to grow a strong food system that allows all Londoners access to healthy food. We will strive to identify and eliminate food deserts in our city, where access to healthy and affordable food is limited.

702_ We will prepare a climate change adaptation strategy to plan for resiliency, adaptation, and mitigation actions.

703_ We will direct development away from areas of natural or human-made hazards where there is an unacceptable risk to public health or safety.

704_ We will minimize adverse effects associated with odour, air pollution, noise or vibration between sensitive land uses and major facilities consistent with the *Provincial Policy Statement*.

705_ We will support the adaptive re-use of buildings.

ACCESS TO HEALTH CARE SERVICES

706_ Our rapid transit routes will connect our major educational, research and health care institutions.

707_ Through the *Parks and Recreation Master Plan*, and the community and social services programming we deliver, the City will strive to educate Londoners on health and healthy lifestyles and will promote and facilitate health and well-being for all Londoners.

708_ We will plan for health care services throughout the city at appropriate locations that are convenient to the people who require those services.

709_ We will provide opportunities for social interaction and promote mental health and well-being throughout the city in the form of parks, community centres and programming opportunities.

FOSTER GROWTH IN THE HEALTH CARE SECTOR

710_ London's development and promotion as a healthy city will be encouraged through various forms of support for the health care industry in our city.

711_ The City will support and facilitate collaboration between health care organizations, senior government and private industry.

712_ Centres of excellence in health care will be encouraged to develop and grow in London.

713_ Partnerships, collaboration and integration will be sought between our educational, research and health care sectors.

714_ We will build a city that is attractive to health care practitioners so that we can attract and retain the best and brightest in the sector.

715_ We will promote the attraction of industries that support the health care sector and develop products that are developed through innovation at our schools, hospitals and research centres.

716_ Our smart city plan will be integrated with our health care institutions so that we can support them with communications infrastructure, open data, and other smart city amenities that give them a competitive advantage.

GREEN CITY STRATEGY

717_ *A Green City Strategy* may be prepared to establish targets and develop a integrated series of actions to pursue:

1. Green jobs
2. Green mobility
3. Green development
4. Green infrastructure
5. Green energy and clean air
6. Healthy watershed
7. Clean water and water conservation
8. Managing our waste

718_ Measures will be established to assess London's progress in meeting its Green and Healthy City goals and for comparing it to other mid-sized cities in Canada.

> GREEN JOBS

719_ Green economic sectors and job clusters will be identified and the role that the City may play in facilitating employment growth in the green economy will be explored.

720_ London's image as a green business incubator and a centre of green economic development will be promoted.

721_ Green procurement practices will be used to support and highlight the need for more businesses to deliver products and services in a more environmentally friendly way.

722_ Incentives may be used to encourage the regeneration of urban business areas and to support green business practices throughout the city.

723_ Municipal programs to support community economic development may be established.

> GREEN MOBILITY

724_ Green mobility will be promoted by establishing a city structure that supports rapid transit, transit-oriented design, active mobility, transportation demand management, intensification, and cycling infrastructure throughout the city.

> GREEN DEVELOPMENT

725_ The City will explore opportunities for collaborative efforts with the development community to achieve excellence in green development.

726_ An ecosystems/watershed approach will be used for all of our planning and development.

727_ Growth and development will be planned to be compact, mixed-use, transit-supportive and conducive to active forms of mobility.

728_ Green development standards will be promoted. The City may establish its own green standards. Low impact development approaches will be used for municipal infrastructure.

729_ Wherever possible, new developments will be planned to be "future ready" to accommodate the future use of solar energy, electric vehicles, and (where applicable) district energy systems. Standards may be developed to require that neighbourhoods or individual buildings are developed to meet specific sustainability measures or standards.

730_ Incentives may be used to encourage sustainable forms of development.

731_ Incentives may be considered that support of incorporating sustainable development forms, technologies and techniques. *(OPA 78)*

732_ Financial tools will be explored to promote improvements to the environmental performance of existing buildings through retrofits. Such incentives may include local improvement charges applied by the City to assist private property owners to undertake sustainable improvements to their property.

733_ The adaptive re-use of existing buildings will be supported.

734_ One or more demonstration projects may be initiated to promote, and educate on, green development.

735_ Financial tools may be used to encourage brownfield site remediation.

> GREEN INFRASTRUCTURE

736_ The Civic Infrastructure chapter of this Plan includes green infrastructure policies relating to such things as drainage and stormwater management, sanitary servicing, and water servicing.

> GREEN ENERGY AND CLEAN AIR

737_ A *Community Energy Action Plan* may be prepared to form part of an overall strategy to implement more environmentally-friendly and affordable energy usage and enhance local air quality. This strategy will plan for and implement such things as energy conservation, energy efficient design, passive solar, strategic tree planting, waste heat utilization, and increased local, distributed production of energy through combined heat and power generation, solar thermal and photovoltaic, bioenergy and energy from waste.

738_ District energy facilities and infrastructure, including expansion of existing district energy systems, will be encouraged for larger-scale redevelopment opportunities within the Primary Transit Area and Industrial Place Types.

739_ Large-scale (e.g. >500 kilowatt) wind turbines and solar energy facilities will be directed to locate in the Farmland Place Type, subject to the *Green Energy and Green Economy Act*. Smaller-scale roof-mounted and building-integrated wind turbines and solar energy utilization will be installed in a fashion that is in conformity with the City Design policies of this Plan.

740_ Opportunities for ground-sourced thermal energy use are encouraged in an effort to reduce overall energy production costs for redevelopment initiatives, including coordinated efforts to retrofit areas of urban neighbourhoods.

741_ The City of London will move toward a full fleet of energy-efficient cars and the most efficient medium- and heavy-duty vehicles practical and affordable, including appropriate employee education and training programs, in an effort to reduce the City's carbon footprint, and will encourage other local fleet operators to do the same.

> HEALTHY WATERSHED

742_ The City Structure, Natural Heritage, Natural and Human-made Hazards, Natural Resources, Forest City, and Civic Infrastructure chapters of this Plan include our healthy watershed policies.

> CLEAN WATER AND WATER CONSERVATION

743_ Safe, clean drinking water will be supplied to Londoners in conformity with the Civic Infrastructure policies of this Plan.

> MANAGING OUR WASTE

744_ Sustainable waste management is important to a green and healthy city, and will be provided to Londoners in conformity with the Civic Infrastructure and Waste Management Resource Recovery Area chapters of this Plan.

DARK SKIES

745_ We will support initiatives to reduce glare, light trespass, and skyglow to promote energy conservation, reduce impacts on wildlife, and support healthy neighbourhoods.

PLACE TYPE POLICIES

Place Type Policies

PLACE TYPES OVERVIEW

746_ For London to be highly prosperous – exciting, exceptional and connected in 2035, our city will need to represent a mosaic of outstanding places. These places will have their own unique functions and distinct identities and will offer a multitude of benefits to those who experience them.

747_ While the City Building policies of *The London Plan* lay out the essential framework for how we will build our city over the next 20 years, our Plan also needs to provide direction for how we will develop different geographic areas within our city – the places that make up London.

748_ Traditionally, Planners have focused on land use when setting plans for geographic areas within a city – often referred to as a "land use designation". *The London Plan* takes a different approach by planning for the type of place that is envisioned – what this Plan refers to as a "place type". It seeks to plan highly-functional, connected, and desirable places.

749_ Recognizing this, the policies for each place type begin with a vision, and then explain the guiding principles and policies for how we will realize this vision. Each Place Type chapter then continues to establish the range of permitted uses allowed, the expected intensity of development, and the envisioned built form that is intended within that given place type. Most place types support a range of intensities and a mix of land uses. This approach connects with many of *The London Plan's* goals, such as supporting infill and intensification, creating complete communities, supporting active mobility and setting the stage for a vibrancy that comes with variety and diversity.

PLACE TYPES THAT APPLY CITY-WIDE

750_ The majority of place types in *The London Plan* apply to either Urban London or Rural London, but do not apply to both. There are two place types, however, that apply city-wide:

1. Green Space
2. Environmental Review

PLACE TYPES THAT APPLY TO URBAN LONDON

751_ Urban London includes those lands that are contained within the Urban Growth Boundary. The place types applied to these lands include:

1. Downtown
2. Transit Village
3. Rapid Transit Corridors
4. Urban Corridors
5. Shopping Area
6. Main Street
7. Neighbourhoods
8. Institutional
9. Industrial
10. Future Growth

PLACE TYPES THAT APPLY TO RURAL LONDON

752_ Rural London includes those lands that are outside of the Urban Growth Boundary. The place types applied to these lands include:

1. Farmland
2. Rural Neighbourhoods
3. Waste Management Resource Recovery Area

PLANNING MEASURES TO PLAN FOR USE, INTENSITY AND FORM

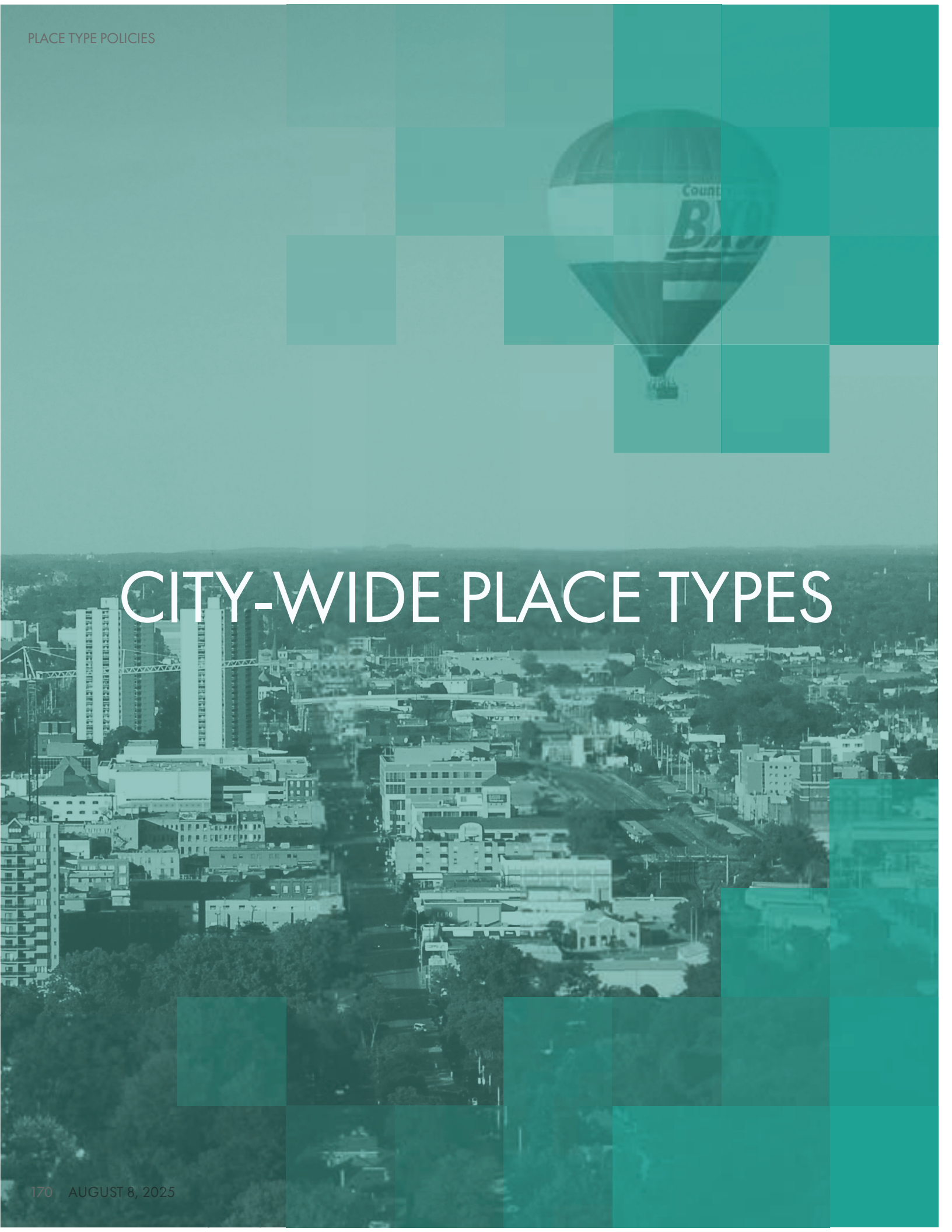
753_ The following table provides an illustration of the types of planning measures that could be used when considering use, intensity, and form. This table is not intended to be exhaustive, but rather is intended to help users of this Plan understand the types of measures that will be used to implement the policies of the Plan and how the Plan is structured. All three factors – use, intensity and form - are related to one another and all must be addressed in the review of all planning and development applications and public works within our place types.

TABLE 7 - EXAMPLES OF MEASURES THAT MAY BE USED TO IMPLEMENT PLACE TYPE POLICIES

Use	Intensity	Form	
• Residential • Office • Commercial • Industrial • Institutional	• Height • Gross floor area • Coverage • Floor plate area • Density in units/ha • Number of bedrooms • Parking • Floor Area Ratio	Site Layout: • Parking • Landscaping • Vehicular access • Orientation • Setbacks • Building location on site	Building: • Massing • Step-backs • Materials • Architecture

ZONING ON INDIVIDUAL SITES

754_ Each place type identifies the range of uses, intensity of development, and the form of development that may be permitted. It is important to understand that this full range may not be permitted on all sites. The *Zoning By-law* will determine what, within this broader range, is permitted and required, based on the policies of this Plan.



CITY-WIDE PLACE TYPES

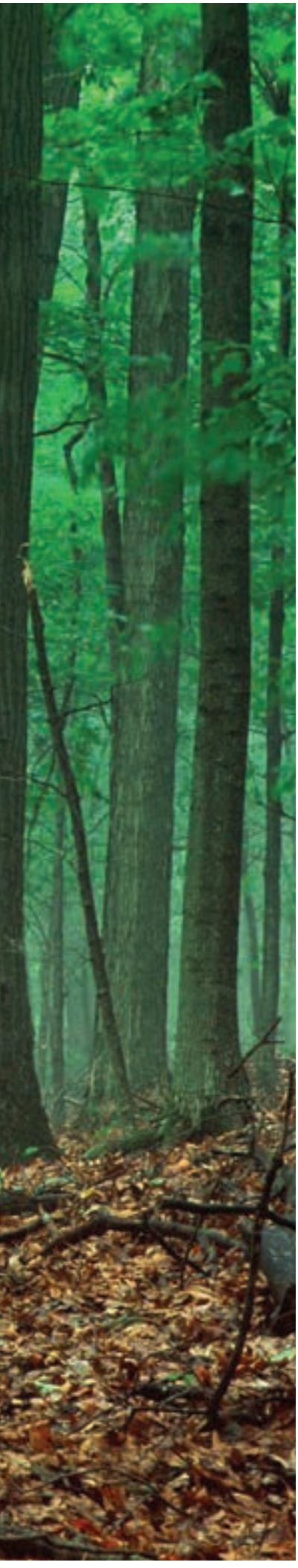
A FRAMEWORK FOR THE CITY-WIDE PLACE TYPES

755_ The following policies provide a framework for the City-wide Place Types shown on Map 1. These place types apply to lands within both Urban and Rural London. The chapters that follow provide more detailed policies for each of these place types.

756_ The majority of place types in *The London Plan* apply to either Urban London, or Rural London, but do not apply to both. There are two Place Types, however, that apply city-wide:

1. Green Space Place Type – applies to the Natural Heritage System, the parks and open space system, hazard lands, and natural resources. The Environmental Policies of this Plan provide clear guidance on how the Natural Heritage System will be protected, conserved and enhanced within this Place Type, in accordance with provincial policy.

2. Environmental Review Place Type – applies to lands that are protected until such time as the necessary environmental studies are completed to assess whether these lands are part of the Natural Heritage System and to be protected, conserved and enhanced.



Green Space

OUR VISION FOR THE GREEN SPACE PLACE TYPE

757_ The Green Space Place Type is made up of a system of public parks and recreational areas, private open spaces, and our most cherished natural areas. It encompasses a linear corridor along the Thames River, which represents the natural heritage and recreational spine of our city. It also encompasses our hazard lands, including our valleylands and ravines, and the floodplains associated with our river system.

758_ The Green Space Place Type is comprised of public and private lands; flood plain lands; lands susceptible to erosion and unstable slopes; natural heritage features and areas recognized by City Council as having city-wide, regional, or provincial significance; lands that contribute to important ecological functions; and lands containing other natural physical features which are desirable for green space use or preservation in a natural state. The components of the Natural Heritage System that are included in the Green Space Place Type on Map 1 – Place Types, are identified or delineated on Map 5 - Natural Heritage. Hazard lands and natural resource lands that are included in the Green Space Place Type on Map 1 are identified or delineated on Map 6 – Hazards and Natural Resources.

759_ Our vision is to protect the Green Space Place Type, create new green linkages throughout the city and increase our tree cover. Our Green Space policies together with our Environmental Policies will protect and conserve our natural areas and their delicate ecosystems, keep development an appropriate distance from our hazard lands, and offer a variety of parks that contribute significantly to the quality of life for Londoners.

ROLE WITHIN THE CITY STRUCTURE

760_ The Green Space Place Type is composed of five major components:

1. Natural Heritage Features and Areas
2. Natural and Human-made Hazards
3. Natural Resources
4. Public Parkland
5. Private lands – relating to such things as cemeteries, outdoor recreational centres and golf courses

HOW WILL WE REALIZE OUR VISION?

761_ We will realize our vision for the Green Space Place Type by implementing the following in all the planning we do and the public works we undertake:

1. Provide for a continuous linear green space network which generally follows the Thames River and its tributaries.
2. Seek out new linkages that will create a more continuous and connected green space network.
3. Provide for linkages among green space areas throughout the city.
4. Provide for green space areas in all parts of the city to allow for a balanced distribution of locations for both active and passive recreational pursuits.
5. Enhance the accessibility of publicly-owned green space areas where there is no danger to public safety and where significant natural features and ecological functions can be protected.
6. Reduce the potential for loss of life and damage to property due to flooding by restricting the development of flood plain and hazard lands to an appropriate range of uses.
7. Provide for the protection of natural heritage features and areas which have been identified, studied and recognized by City Council as being of city-wide or regional significance, and/or by the Ministry of Northern Development, Mines, Natural Resources and Forestry as provincially significant. *(OPA 78)*

PERMITTED USES

762_ The following uses may be permitted within the Green Space Place Type:

1. Permitted uses on the lands identified on Map 5 and Map 6, are contained in the Environmental Policies part of this Plan.

2. Lands within the Green Space Place Type vary considerably, and the uses that are permitted within these areas will be dependent upon the natural heritage features and areas contained on the subject lands, the hazards that are present, and the presence of natural resources which are to be protected.

3. District, city-wide, and regional parks. Some neighbourhood parks, urban parks and civic spaces are not shown on Map 1, but are included as uses allowed within the Neighbourhoods Place Type.

4. Private green space uses such as cemeteries and private golf courses.

5. Agriculture, woodlot management, horticulture and urban gardens, conservation, essential public utilities and municipal services, storm water management, and recreational and community facilities.

6. The full range of uses described above will not necessarily be permitted on all sites within the Green Space Place Type, and shall be subject to all relevant policies of this Plan. *(OPA 21)*

PUBLIC ACCESS

763_ Public access to lands within the Green Space Place Type will be provided subject to the following provisions:

PUBLIC GREEN SPACE

764_ Access to public green space areas will be provided where possible, provided that such access will not have a negative impact on the natural features and areas or their ecological functions as determined by the City in consultation with the appropriate agencies. The Natural Heritage policies of this Plan and various guideline documents will assist in identifying those lands that are most sensitive to human activity and will protect such areas from public access.

PRIVATE GREEN SPACE

765_ The inclusion of privately-owned lands within the Green Space Place Type will not imply that the land is accessible to the public. Permissions for public access to privately-owned property within the Green Space Place Type will be at the discretion of the property owner.

THAMES RIVER SHORELINE

766_ Public access along the shoreline of the Thames River may be provided within the context of existing and future land uses, where there is no unacceptable risk to public safety, and where significant natural features and areas and ecological functions can be protected.

LINKAGES BETWEEN GREEN SPACE AREAS

767_ Linkages will be provided between green space areas, where possible, as a means of encouraging continuity and accessibility to and between green space areas. Examples of such linkages include utility corridors, abandoned railway lines, or physical features such as valleylands.

LAND ACQUISITION

768_ City Council may acquire lands within the Green Space Place Type or add to the Green Space Place Type for the purposes of adding to the network of publicly-accessible open space, providing protection to lands identified as being susceptible to flooding or erosion; and providing protection to natural heritage areas within the Green Space Place Type.

PARKLAND DEDICATION

769_ The acquisition of parkland through dedication, as provided for under the *Planning Act,* will be carried out in conformity with the Parkland Acquisition and Dedication policies in the Our Tools part of this Plan.

FLOOD PLAIN ACQUISITION

770_ The public acquisition of flood plain lands will be carried out in conformity with the Parkland Acquisition and Dedication policies in the Our Tools part of this Plan. City Council may develop a program for acquisition of natural heritage areas identified as Green Space in conformity with the policies of this Plan.

GOVERNMENT PROGRAMS ON ACQUISITION

771_ For the purposes of land acquisition as described above, City Council may seek the assistance of other levels of government, and will work with the appropriate conservation authority and the private and volunteer sectors in adding lands to the public open space system.

PRIVATE LANDS

772_ The inclusion of privately-owned lands within the Green Space Place Type does not imply that it is City Council's intent to acquire these lands. However, Council may identify privately-owned lands for acquisition for the purpose of including these lands as public open space through any of the above provisions.

EVALUATION OF POTENTIAL FOR PUBLIC ACQUISITION

773_ If a proposal is made to develop privately-owned lands within the Green Space Place Type for uses other than those permitted in the Green Space Place Type, City Council will assess the potential for acquiring the property as public lands on the basis of the following criteria:

1. The adequacy of the existing supply of public green space in the surrounding area.
2. The potential impact of the proposed new use or change in existing use on surrounding lands, particularly lands which are expected to remain within the Green Space Place Type.
3. The location of the subject lands in relation to flood plain lands.
4. The location of the subject lands in relation to natural heritage features and areas that are within the Green Space Place Type.
5. The presence of natural or desirable features or ecological functions within the subject land.
6. The cultural importance of the subject land or its features, whether locally or city-wide.

SITE ALTERATION AND TREE CUTTING BY-LAWS

774_ To prevent or mitigate potential impacts due to site alteration and tree cutting on lands identified as Green Space or within any other place type shown on Map 1 that may contain landscapes or trees that are deemed worthy of protection, City Council may adopt appropriate by-laws to prohibit or regulate activities such as grading, excavation and the placement of fill that would change the landform and natural vegetative characteristics of the site, and any human-made disturbance of soil, destruction, removal, or injuring of trees.

MUD CREEK AREA

774A_ In the Green Space Place Type for the lands within the Mud Creek Area generally bounded by Oxford Street West to the south, Proudfoot Lane to the west, the CP rail line to the north and Cherryhill Boulevard to the east, no development shall occur within the lands regulated by the Conservation Authority prior to the completion of creek channel and stormwater works until such time as the creek channel and stormwater works have been completed in accordance with the recommendations of the accepted environmental assessment for the lands, and the as-built drawings have been accepted by the Conservation Authority having jurisdiction. For greater certainty, any Zoning By-law amendment approved prior to the works being completed shall contain a Holding Provision which requires the creek channel and stormwater works to be completed prior to any development occurring.

SPECIFIC POLICIES FOR THE GREEN SPACE PLACE TYPE

165 ELMWOOD AVENUE EAST

775_ In the Green Space Place Type applied to the lands located at 165 Elmwood Avenue East, community facility uses may be permitted in the existing building.

2156 HIGHBURY AVENUE

775A_ In the Green Space Place Type applied to the lands located at 2156 Highbury Avenue North (Part Lot 8, Concession 5), in addition to the uses permitted in the Green Space Place Type, a place of worship will also be permitted in the existing building. *(OPA 2)*

1310 ADELAIDE STREET NORTH AND 795 WINDERMERE ROAD

776_ In the Green Space Place Type located at 1310 Adelaide Street North and 795 Windermere Road, additional commercial uses such as bake shops, convenience stores, commercial recreation establishment, financial institutions, food stores, personal service establishments, and one restaurant with a drive-through are permitted. *(OPA 99)*

6100 WHITE OAK ROAD

777_ In the Green Space and Farmland Place Types at 6100 White Oak Road, a cemetery use is permitted in addition to the uses permitted in the Farmland Place Type. Structures related to the cemetery use such as a place of worship, mausoleum or crematorium are prohibited.

1497 AND 1543 WILTON GROVE ROAD

778_ In the Future Growth Industrial and Green Space Place Types located at 1497 and 1543 Wilton Grove Road, a transport terminal, truck sales and service establishment and warehouse establishment may also be permitted in addition to the uses permitted in the Farmland Place Type.

Environmental Review

OUR VISION FOR THE ENVIRONMENTAL REVIEW PLACE TYPE

779_ In some cases, lands may contain natural heritage features and areas that have not been adequately assessed to determine whether they are significant and worthy of protection as part of the city's Natural Heritage System. The Environmental Review Place Type will ensure that development which may negatively impact the value of these features does not occur until such time as the required environmental studies are completed.

ROLE WITHIN THE CITY STRUCTURE

780_ In addition to the components of the Natural Heritage System which have been evaluated and shown as Green Space on Map 1 – Place Types in conformity with the policies of this Plan, additional lands are identified on Map 5 – Natural Heritage, that may contain significant natural features and areas and important ecological functions which should be protected until environmental studies have been completed, reviewed, and accepted by the City. These potential components of the Natural Heritage System, shown within the Environmental Review Place Type on Map 1, will be protected from activities that would diminish their functions pending the completion, review and acceptance of a detailed environmental study.

HOW WILL WE REALIZE OUR VISION?

781_ A detailed environmental study to assess the significance of the lands identified as Environmental Review will be undertaken as part of any planning and development application process. The environmental study will be completed by the applicant and/or property owner, or where appropriate may be undertaken by the City of London.

782_ Environmental Review Place Type lands, or portions thereof, that are determined to satisfy the criteria for significance in conformity with the Environmental Policies part of this Plan will be included in the Green Space Place Type on Map 1. Other Environmental Review Place Type lands, or portions thereof, which do not satisfy the criteria for significance in conformity with the Environmental Policies will be included within another appropriate place type, in conformity with the policies of this Plan.

783_ In addition to the components of the Natural Heritage System which are within the Green Space Place Type on Map 1, other natural heritage features and areas are identified in the subwatershed studies or in other environmental studies that have been reviewed and accepted by the City. These features and areas may be included within the Environmental Review Place Type on Map 1 and may be identified on Map 5 as one of the following:

1. Unevaluated Vegetation Patches
2. Unevaluated Wetlands
3. Valleylands
4. Potential ESA's

PERMITTED USES

784_ Existing uses are permitted. Pending the evaluation of an Environmental Review Place Type through the appropriate environmental studies, permitted uses in the Environmental Review Place Type will include agriculture, woodlot management, horticulture, conservation, and recreational uses.

785_ Essential public utilities and municipal services that have been the subject of an Environmental Assessment process or an environmental impact study in conformity with the policies of this Plan may be permitted.

PLANNING AND DEVELOPMENT APPLICATIONS

786_ Within the Urban Growth Boundary, on the basis of more detailed environmental studies undertaken in conjunction with a planning and development application, and in conformity with the Environmental Policies part of this Plan, components of the Natural Heritage System within the Environmental Review Place Type will be identified or delineated as follows:

1. Components of the Natural Heritage System that are determined to be significant in conformity with the Environmental Policies part of this Plan, will be included in the Green Space Place Type on Map 1 and identified and delineated on Map 5, according to the significant environmental characteristics of the feature.
2. Components of the Natural Heritage System that are determined not to be significant in conformity with the Environmental Policies part of this Plan will be included within an appropriate place type on Map 1 in conformity with the policies of this Plan, and the appropriate revisions will be made to Map 5 through an amendment to this Plan.

SITE ALTERATION AND TREE CUTTING BY-LAWS

787_ To prevent or mitigate potential impacts due to site alteration and tree cutting on lands identified as Environmental Review or within any other place type shown on Map 1 that may contain landscapes or trees that are deemed worthy of protection, City Council may adopt appropriate by-laws to prohibit or regulate activities such as grading, excavation and the placement of fill that would change the landform and natural vegetative characteristics of the site, and any human-made disturbance of soil, destruction, removal, or injuring of trees.

URBAN PLACE TYPES

A FRAMEWORK FOR THE URBAN PLACE TYPES

788_ The following policies provide a framework for the Urban Place Types shown on Map 1 – Place Types. These place types are applied only to lands within the Urban Growth Boundary. The chapters that follow provide more detailed policies for each of these place types.

GENERAL FRAMEWORK

789_ The Urban Place Types implement the policies of the Our City, Our Strategy, and City Building parts of this Plan. They shape the use, intensity and form of development to manage growth and change in pursuit of our vision and key directions. The policies of each place type must be consulted to fully understand them and what may be permitted in each. However, at a very general level, the assignment of place types can be described as follows:

1. The Downtown and Transit Villages allow for the broadest range of uses and the most intense forms of development in the City, within highly urban, transit-oriented environments. The Downtown will be the highest-order centre in our city, allowing for greater height than the Transit Villages; it will be unique as the centre of commerce, culture, and entertainment in London.

2. The Rapid Transit Corridors connect the Downtown and Transit Villages with highly urban forms of development, allowing for a broad range of uses and moderate intensity arranged in a linear configuration along rapid transit routes. The range of uses and the intensity and form of development varies by segment.

3. Urban Corridors are similar to Rapid Transit Corridors, with the primary difference being that they are not located along rapid transit routes. They also offer slightly less intensity. Like Rapid Transit Corridors, permitted uses, built form and intensity policies vary by segment.

4. Shopping Areas are distributed throughout the city to offer a relatively broad range of commercial, office, and residential uses at a moderate intensity. These centres may act as hubs for neighbourhoods.

5. The Main Street Place Type is assigned to a diverse range of new and historic business areas that contain a mix of residential, commercial, and other uses. In some cases, the place type has been applied to areas where new development is planned with a specific main street character. This Place Type recognizes and plans for those Main Streets that are outside of the Rapid Transit and Urban Corridors.

6. The Neighbourhoods Place Type is distributed throughout the city to support neighbourhoods that include a broad range of residential uses, together with some opportunity for neighbourhood-oriented commercial and public facility uses. The intensity of development and range of uses that may be permitted varies, depending upon the street classification that a property fronts onto, in addition to a number of other factors.

7. The Institutional Place Type recognizes our major institutions, including our university, colleges, hospitals and research centres. Intense forms of development are permitted.

8. The Industrial Place Type allows for a wide range of industrial uses, located in areas where they are unlikely to cause land use planning impacts on adjacent lands and where they meet the locational requirements of such uses.

9. Green Space (refer to the Green Space Place Type in the City-wide Place Types part of this Plan).

10. Environmental Review (refer to the Environmental Review Place Type in the City-wide Place Types part of this Plan).

FRAMEWORK OF HEIGHTS

790_ It is useful to summarize the height that is permitted within each of the various Urban Place Types, to provide a general understanding of how the City Structure Plan will be implemented through the assignment and implementation of these place types. Table 8 provides this summary.

791_ Zoning on individual sites may not allow for the full range of heights permitted within a place type. To provide flexibility, height limits have been described in building storeys rather than a precise metric measurement. For clarity, this is meant to convey the number of usable above-grade floors in a building. In some cases, minimum heights are to be measured by the lesser of storeys or metres. This alternative measure has been provided to allow for greater flexibility through implementation.

792_ Minimum heights have been identified for two primary reasons:

1. Functional – to ensure that development is of an intensity that will support the goals of this Plan, including such things as supporting rapid transit, utilizing infrastructure and services afforded to these areas, ensuring that the limited amount of land within these place types is fully utilized, and promoting mixed-use forms of development within these areas.

2. Form – to create an urban form that supports the vision for these place types, setting the physical context for more intense forms of development. The highest priority for height shall be at the street edge of the highest-order streets.

TABLE 8 - SUMMARY OF MINIMUM AND MAXIMUM HEIGHTS BY PLACE TYPE *(OPA 124)*

Place Type	Minimum Height (storeys or m)	Maximum Height (storeys)
Downtown	3 storeys or 9m	45
Transit Village	2 storeys or 8m	35
Rapid Transit Corridor	2 storeys or 8m	25
Urban Corridor	2 storeys or 8m	15
Major Shopping Area	1 storey or 2 storeys for residential uses	15
Shopping Area	1 storey or 2 storeys for residential uses	8
Main Street	2 storeys or 8m	8
Neighbourhood	See Neighbourhoods policies & tables	
High Density Residential Overlay (from 1989 Official Plan)	2 storeys	12 (outside of the Primary Transit Area) or 14 (inside the Primary Transit Area)
Institutional	2 storeys or 8m	15
Industrial	1 storey	2

Note 1 - The heights shown in this table will not necessarily be permitted on all sites within the relevant place type. *(OPA 124)*

Note 2 - Where more specific policies exist in this Plan relating to height for an area or specific site, these more specific policies shall prevail; readers should consult all the policies of this chapter, Map 7 which shows specific policy areas and Secondary Plans to identify applicable specific policies. *(OPA 124)*

Downtown

OUR VISION FOR THE DOWNTOWN PLACE TYPE

793_ Our Downtown will exude excitement, vibrancy, and a high quality of urban living. It will be the preeminent destination place for Londoners, residents from our region, and tourists to experience diverse culture, arts, recreation, entertainment, shopping and food. Our Downtown will showcase our history and offer vibrant and comfortable public places filled with people, ranging from large city-wide gathering places, to heavily treed urban plazas and intimate parkettes.

794_ Dundas Street will be the most exciting street in the city, offering a multitude of experiences along its length. We will connect strongly to our birthplace, at the Forks of the Thames, where we will create beautifully landscaped "people places" that Londoners will gravitate toward. And, we will cherish our heritage streetscapes that tell the story of our past, and create a unique and enriching setting that will give our core a strong sense of place and identity.

795_ Our Downtown will be the hub of our economy's business community, containing the city's largest office buildings and a complex blend of professional and business service functions that collectively create dynamic synergies. Our vibrant Downtown restaurants, entertainment venues, hotels, and convention centre facilities, combined with the highest-order communications infrastructure, will be attractive to those who work Downtown and those businesses that seek out the best and the brightest employees.

796_ Our Downtown will be an exceptional neighbourhood unto itself - with housing, services, and amenities targeted to serve a wide spectrum of lifestyles such as families, seniors, and young adults. The shared economy will thrive in our core, including such features as shared office and work space, as well as shared car and bicycle fleets. Our Downtown will be the most highly connected location in the entire city, being the hub for rapid transit, rail, high speed rail, and the multi-use pathway along the Thames River. Downtown will offer the city's premier pedestrian experience.

797_ London's Downtown of 2035 will be our calling card to the world. It will embody and communicate our vision that London is Exciting, Exceptional and Connected.

ROLE WITHIN THE CITY STRUCTURE

798_ As shown in our City Structure Plan, the Downtown will serve as the highest-order mixed-use centre, and will be unique in the city. It will be connected to the transit villages through rapid transit corridors, and will also be connected to our recreational network, at the confluence of the two branches of the Thames River. Major rail lines, serving commuter traffic, strongly connect our Downtown to the surrounding region, nationally and internationally.

798A_ The Downtown Place Type is identified as a Protected Major Transit Station Area, as shown on Map 10. Development within the Downtown Protected Major Transit Station Area will conform with all other policies of The London Plan, including the Downtown Place Type and any Specific Area Policies. *(OPA 125)*

HOW WILL WE REALIZE OUR VISION?

799_ We will realize our vision for Downtown by implementing the following in all the planning we do and the public works we undertake, we will:

1. Prepare a Downtown Plan which establishes a series of strategies, actions, tools and projects to achieve our vision for the Downtown. Budget for, and invest in, those initiatives established in *Our Move Forward: London's Downtown Plan* as a priority for London.
2. Prepare a community improvement plan for the Downtown to plan for improvements to the Downtown's public realm and provide financial incentives for private property owners to improve their properties.
3. Prepare design guidelines to ensure that all development contributes to a vibrant and walkable environment and enhances the city's Downtown skyline and heritage properties.
4. Prepare a *Downtown Heritage Conservation District Plan* to conserve our valuable cultural heritage resources.
5. Prepare a parking strategy to coordinate municipal parking supply and provide for public parking at strategically advantageous locations. Plan for, and integrate, bicycle parking, bikesharing, and carsharing through this strategy.
6. Ensure that civic infrastructure is planned to facilitate and accommodate the growth and development of Downtown and implement asset management best practices.
7. Invest in cultural and institutional uses that will act as catalysts for Downtown regeneration.
8. Invest strategically in the development and maintenance of the Downtown's public realm, recognizing the important role that its appearance and condition plays in establishing London's identity and economic vibrancy. The City will lead by example, investing in high-quality design for all of its Downtown projects.
9. Create the context to encourage residential development in the Downtown, including such measures as building residential neighbourhood amenities, designing inviting park spaces and offering financial incentives for residential construction.
10. Create strong connections to the Thames River through our streets and pathways, and by including active frontages of Downtown development onto the Thames Valley Corridor wherever possible in conformity with the Environmental Policies of this Plan.
11. Integrate trees and landscaping at, and adjacent to, development sites to create a robust landscaped Downtown environment that is comfortable and attractive in all seasons and contributes to the environmental sustainability goals of this Plan.
12. Develop a network of urban parks, lanes, and plazas to provide passive recreational and social spaces and common useable amenity space within the Downtown.
13. Include various forms of public art in public- and private-sector development projects and install public art throughout the Downtown's public realm.
14. Direct large-scale office developments, greater than 5,000m^2, to the Downtown to prevent the deterioration of the important Downtown office market while still allowing for a reasonable supply of office uses outside of the Downtown.
15. Locate major government buildings, hotels, convention centres, and large entertainment and cultural facilities in the Downtown.
16. Establish strong physical and collaborative connections between the Downtown and the surrounding urban business areas such as Richmond Row, the Old East Village, SoHo, and Hamilton Road.
17. Establish the Downtown as the hub of mobility in our city, serving as the city's primary station for rapid transit, regional bus, rail and any future high speed rail network.
18. Ensure that our city's major commuter rail connections are located in the Downtown. *(OPA 78)*

PERMITTED USES

800_ The Downtown is the highest-order mixed-use activity centre in the city. The following uses may be permitted within the Downtown:

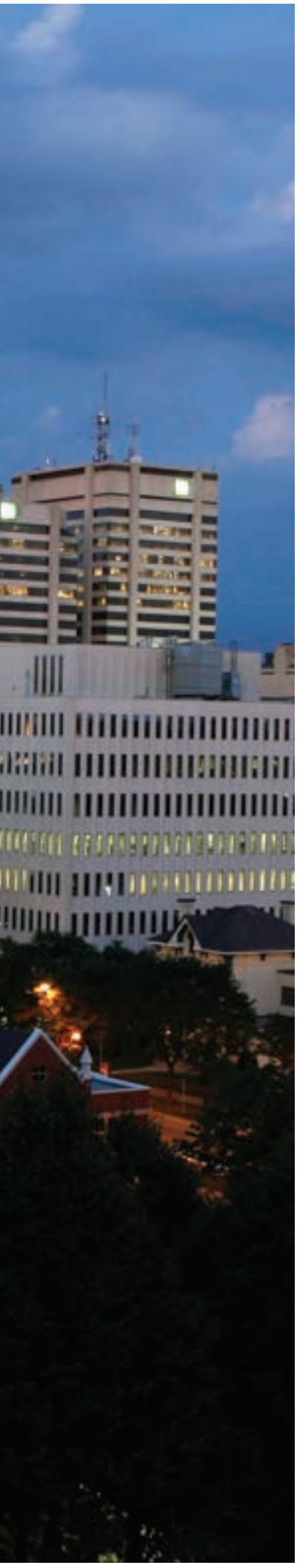
1. A broad range of residential, retail, service, office, cultural, institutional, hospitality, entertainment, recreational and other related uses may be permitted in the Downtown Place Type and Protected Major Transit Station Area. *(OPA 125)*
2. Mixed-use buildings will be encouraged.
3. Along commercial-oriented streetscapes, retail and service uses will be encouraged at grade, with residential and non-service office uses that do not serve a walk-in clientele directed to the rear of buildings and to upper floors.
4. New surface accessory parking lots should not be permitted in the Downtown. New surface commercial parking lots shall not be permitted.
5. Where surface commercial parking lots have previously been established through temporary zoning and have been in place for an extended period of time, further extensions of such temporary uses will only be considered where the criteria described in the Our Tools section of the Plan have been met.
6. Educational facilities of all scales and types will be encouraged within the Downtown.
7. In accordance with provincial requirements, light industrial uses may be permitted where it is deemed appropriate and it is demonstrated that there will be no adverse land use impacts and the use can be compatible within its context.
8. The full range of uses described above will not necessarily be permitted on all sites within the Downtown Place Type. *(OPA 78)*

801_ New drive through facilities may be permitted in the Downtown Place Type where it can be clearly demonstrated that they will not detract from the vision and role of the Place Type and the quality and character of the pedestrian-oriented street environment. Proposals for new drive through facilities will be subject to a zoning by-law amendment and site plan approval, in conformity with the City Design policies of this Plan.

INTENSITY

802_ The Downtown will permit the tallest buildings and the highest densities in the city. The following intensity policies apply within the Downtown Place Type:

1. Buildings within the Downtown Place Type and the Downtown Protected Major Transit Station Area will be a minimum of three storeys or nine metres in height and a maximum of 45 storeys. *(OPA 125)*
2. Tall buildings will be permitted only where they achieve a high level of design excellence in conformity with the City Design policies and in accordance with associated guidelines of this Plan.
3. The evaluation of height and built form will consider access to sunlight by adjacent properties, wind impacts, view corridors, visual impacts on the Thames Valley Corridor, and potential impacts on public spaces and heritage properties located in close proximity to proposed development.
4. The Downtown Place Type and Protected Major Transit Station Area will be planned to achieve a minimum number of 280 residents and jobs combined per hectare. *(OPA 125)*
5. Within the Downtown Place Type and Protected Major Transit Station Area, the minimum density is 60 units per hectare for residential uses or a floor area ratio of 0.6 for non-residential uses. *(OPA 125)*
6. There will be no minimum parking required for Downtown development.
7. The *Zoning By-law* will include regulations to ensure that the intensity of development is appropriate for individual sites.
8. The full extent of intensity described above will not necessarily be permitted on all sites within the Downtown Place Type. *(OPA 68) (OPA 78)*



FORM

803_ All planning and development applications for lands within the Downtown will be subject to the following policies:

1. All planning and development applications will conform with the City Design policies of this Plan, and have regard for *Our Move Forward: London's Downtown Plan* and applicable design guidelines.
2. All planning and development applications will be consistent with the Downtown Heritage Conservation District Plan.
3. All the planning and design that is undertaken Downtown will place a priority on the pedestrian experience through site layout, building location, and a design that reinforces pedestrian comfort and safety.
4. The design and positioning of new buildings in the Downtown will not negatively impact pedestrian comfort by introducing inappropriate wind turbulence and velocity within the public realm. A wind assessment will be required for all buildings of 6 storeys or more, with the intent of mitigating wind impacts on the pedestrian and other ground level environments.
5. Buildings should be designed to include architectural features that protect pedestrians from rain and sun exposure. Such features include, but are not limited to, awnings, arcades, and overhangs and should be designed in an unobtrusive manner.
6. The design of new development will provide for continuity and harmony in architectural style with adjacent uses that are of architectural or historical significance.
7. Building design that represents individual creativity and innovation will be encouraged within the Downtown to create landmarks, develop a distinctive character for the Downtown, and contribute to the city's image.
8. All of the public works that are undertaken Downtown, including installation, improvement and maintenance of signage, sidewalks, lighting, parking areas and equipment, furniture, public art and landscaping will conform with the City Design and Downtown Form policies of this Plan, *Our Move Forward: London's Downtown Plan*, the *Downtown Heritage Conservation District Plan*, and all relevant guidelines.
9. All public works will ensure a high-quality pedestrian environment through streetscape improvements such as widened sidewalks, upgrading the sidewalk material, planting street trees, installing benches and other street furniture, providing pedestrian lighting, and integrating public art.
10. Shared car and bicycle parking facilities and carshare/bikeshare programs will be encouraged within the Downtown.
11. Projects associated with financial incentives offered through community improvement plans shall conform with all City Design and Downtown Form policies of this Plan and all relevant guideline documents. *(OPA 78)*

DOWNTOWN PROTECTED MAJOR TRANSIT STATION AREA

803A_ *Policy Deleted (OPA 30) (OPA 125)*

803B_ *Policy Deleted (OPA 30) (OPA 125)*

803C_ *Policy Deleted (OPA 30) (OPA 125)*

803D_ *Policy Deleted (OPA 30) (OPA 125)*

803E_ *Policy Deleted (OPA 30) (OPA 125)*

803F_ *Policy Deleted (OPA 30) (OPA 125)*

APPLICATIONS TO EXPAND THE DOWNTOWN PLACE TYPE

804_ The Downtown Place Type as shown on Map 1 is adequate in size to accommodate growth for the foreseeable future, well beyond the life of this Plan. Further, it is of a size that focuses our downtown regeneration efforts so that they can be effective. Expanding the Downtown boundary could negatively impact a number of important goals for the Downtown, and will be strongly discouraged. However, in the event that an official plan amendment is proposed to adjust the boundary, the following criteria will be considered:

1. The availability of suitable lands within the existing boundaries of the Downtown to accommodate the types of uses proposed.
2. The potential to undermine the goal of developing an intense and concentrated Downtown.
3. The pedestrian accessibility and continuity of the proposed expansion area from all parts of the Downtown.
4. Adverse impacts related to traffic, parking, loss of privacy, noise, shadowing or other matters that development may have on adjacent neighbourhoods outside of the Downtown.
5. An evaluation of the proposed expansion based on the Planning and Development Applications section in the Our Tools part of this Plan.

PLANNING AND DEVELOPMENT APPLICATIONS

805_ All planning and development applications will be evaluated based on the Planning and Development Applications section in the Our Tools part of this Plan.

SPECIFIC POLICIES FOR THE DOWNTOWN PLACE TYPE

100 FULLARTON STREET, 475-501 TALBOT STREET AND 93-95 DUFFERIN AVENUE

805A_ Within the Downtown Place Type applied to the lands located at 100 Fullarton Street, 475-501 Talbot Street and 93-95 Dufferin Avenue, a maximum height of 129 metres or up to 38 storeys may be permitted. *(OPA 78)*

435-451 RIDOUT STREET NORTH

805B_ In the Downtown Place Type at 435-451 Ridout Street North, a maximum intensity of 40 storeys, excluding a mechanical penthouse and measured from the Ridout Street North frontage, may be permitted subject to a zoning by-law amendment. *(OPA 37) (OPA 78)*

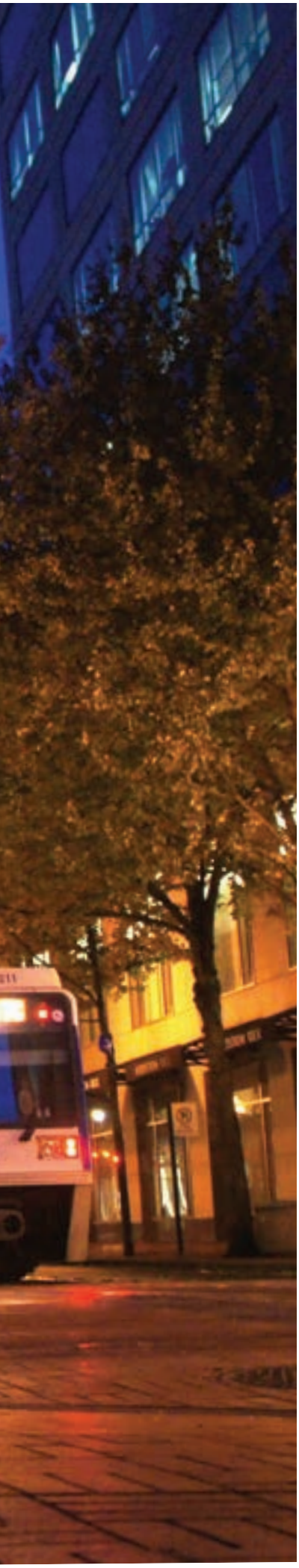
450 KING STREET AND 399 RIDOUT STREET NORTH

805C_ In the Downtown Place Type at 50 King Street and 399 Ridout Street North a maximum height of 186 metres or up to 53 storeys may be permitted. *(OPA 89)*

267 YORK STREET

805D_ In the Downtown Place Type located at 267 York Street, a maximum building height of 45 storeys is permitted. *(OPA 121)*

ONE WAY
TRAIN ONLY



Transit Village

OUR VISION FOR THE TRANSIT VILLAGE PLACE TYPE

806_ Our Transit Villages will be exceptionally designed, high-density mixed-use urban neighbourhoods connected by rapid transit to the Downtown and each other. They will be occupied by extensive retail and commercial services and will allow for substantial office spaces, resulting in complete communities. Adding to their interest and vitality, Transit Villages will offer entertainment and recreational services as well as public parkettes, plazas and sitting areas. All of this will be tied together with an exceptionally designed, pedestrian-oriented form of development that connects to the centrally located transit station.

ROLE WITHIN THE CITY STRUCTURE

807_ Second only to the Downtown in terms of the mix of uses and intensity of development that is permitted, Transit Villages are major mixed-use destinations with centrally located rapid transit stations. These stations will form focal points to the Transit Village neighbourhood. Transit Villages are connected by rapid transit corridors to the Downtown and allow opportunities for access to this rapid transit from all directions.

808_ They are intended to support the rapid transit system, by providing a higher density of people living, working, and shopping in close proximity to high-quality transit service. Through pedestrian-oriented and cycling-supported development and design, Transit Villages support a healthy lifestyle and encourage the use of the City's transit system to reduce overall traffic congestion within the city.

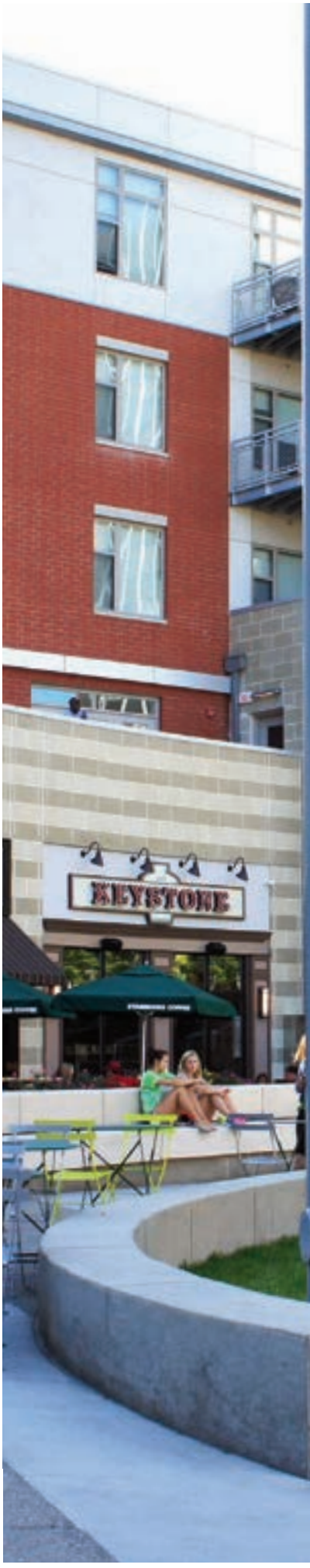
809_ The Transit Villages identified in this Plan are located in existing built-up areas. However, all of these locations have opportunities for significant infill, redevelopment, and an overall more efficient use of the land. A more compact, efficient built form is essential to support our transit system and create an environment that places the pedestrian and transit user first.

809A_ The Transit Village Place Type is identified as a Protected Major Transit Station Area, as shown on Map 10. Development within the Transit Village Protected Major Transit Station Area will conform with all other policies of The London Plan, including the Transit Village Place Type and any Specific Area Policies. *(OPA 125)*

HOW WILL WE REALIZE OUR VISION?

810_ We will realize our vision for Transit Villages by implementing the following in all the planning we do and the public works we undertake:

1. Plan and budget for rapid transit services, and locate stations at strategic central locations within Transit Village areas.
2. Plan for intense, mixed-use development around transit stations within Transit Villages. This may involve significant restructuring and redevelopment of existing, often single-use commercial complexes at these locations.
3. Transition height and intensity between transit stations and surrounding neighbourhoods.
4. Require transit-oriented development forms.
5. Plan for, and invest in, the civic infrastructure required to support intense Transit Villages.
6. Plan for high-quality urban park spaces, plazas, and seating areas.
7. Plan for retail and service uses, plaza spaces and attractive outdoor seating areas, accessible to the public, located adjacent to transit stations.
8. Support the provision of a choice of dwelling types with varying locations, size, affordability, tenure, design, and accessibility, so that a broad range of housing requirements are satisfied, including those for families.
9. Secondary plans may be prepared for a Transit Village to guide redevelopment, establish street and pathway networks, identify park spaces, establish more detailed policies for land use, intensity and built form, and establish transitional and interface policies.
10. Where a secondary plan does not exist, a master plan guideline document may be prepared to establish a conceptual road network or a conceptual block plan that will guide the redevelopment of the larger Transit Village area.
11. Design guidelines may be established for Transit Villages. *(OPA 21)*



PERMITTED USES

811_ The following uses may be permitted within the Transit Village Place Type:

1. A broad range of residential, retail, service, office, cultural, institutional, hospitality, entertainment, recreational, and other related uses may be permitted in the Transit Village Place Type and Protected Major Transit Station Area. *(OPA 125)*
2. Mixed-use buildings will be encouraged.
3. Where there is a mix of uses within an individual building, retail and service uses will be encouraged to front the street at grade.
4. The full range of uses described above will not necessarily be permitted on all sites within the Transit Village Place Type.

812_ New drive through facilities may be permitted in the Transit Village Place Type where it can be clearly demonstrated that they will not detract from the vision and role of the Place Type and the quality and character of the pedestrian-oriented street environment. Proposals for new drive through facilities will be subject to a zoning by-law amendment and site plan approval, in conformity with the City Design policies of this Plan.

INTENSITY

813_ The following intensity policies apply within the Transit Village Place Type:

1. Buildings within the Transit Village Place Type and the Transit Village Protected Major Transit Station Area will be a minimum of two storeys or eight metres in height and a maximum of 35 storeys. *(OPA 125)*
2. Planning and development applications within the Transit Village Place Type will be evaluated to ensure that they provide for an adequate level of intensity to support the goals of the Place Type, including supporting rapid transit, efficiently utilizing infrastructure and services, ensuring that the limited amount of land within this place type is fully utilized, and promoting mixed-use forms of development.
3. Permitted building heights will step down from the core of the Transit Village to any adjacent Neighbourhoods Place Types.
4. The Transit Village Place Type and Protected Major Transit Station Area will be planned to achieve a minimum number of 150 residents and jobs combined per hectare. *(OPA 125)*
5. Within the Transit Village Place Type and Protected Major Transit Station Area, the minimum density is 45 units per hectare for residential uses or a floor area ratio of 0.5 for non-residential uses. *(OPA 125)*
6. For larger-scale projects on deep lots, a grid-based internal road network should be established to facilitate further development/redevelopment over time.
7. In aggregate, no more than 20,000m^2 of office space will be permitted within any Transit Village Place Type. Individual buildings will not contain more than 5,000m^2 of office space.
8. The *Zoning By-law* will include regulations to ensure that the intensity of development is appropriate for individual sites.
9. The full extent of intensity described above will not necessarily be permitted on all sites within the Transit Village Place Type.

FORM

814_ The following form policies apply within the Transit Village Place Type:

1. All planning and development applications will conform with the City Design policies of this Plan.
2. High-quality architectural design will be encouraged within Transit Villages.
3. Buildings and the public realm will be designed to be pedestrian, cycling and transit-supportive through building orientation, location of entrances, clearly marked pedestrian pathways, widened sidewalks, cycling infrastructure, and general site layout that reinforces pedestrian safety and easy navigation.
4. Convenient pedestrian access to transit stations will be a primary design principle within Transit Villages.
5. Consideration should be given to providing publicly-accessible pedestrian connections through a proposed development site connecting with the pedestrian network on existing and future adjacent sites.
6. All public works will ensure a high-quality pedestrian environment through streetscape improvements such as widened sidewalks, upgrading the sidewalk material, planting street trees, installing benches and other street furniture, providing pedestrian lighting, and integrating public art.
7. The base of all buildings will be designed to establish and support a high-quality pedestrian environment.
8. Pedestrian traffic associated with rapid transit stations should be considered in the design of the station, the public realm, and adjacent developments.
9. Massing and architecture within the Transit Village should provide for articulated façades and rooflines, accented main entry points, and generous use of glazing and other façade treatments along sidewalk areas such as weather protection features to support a quality pedestrian environment.
10. Creative and distinctive forms of building design are encouraged within the Transit Villages.
11. Surface parking areas should be located in the rear and interior sideyard. Underground parking and structured parking integrated within the building design is encouraged.
12. Shared car and bicycle parking facilities and carshare/bikeshare programs will be encouraged within Transit Villages. Public changerooms and bicycle facilities will be encouraged.
13. Planning and development applications will be required to demonstrate how the proposed development can be coordinated with existing, planned and potential development on surrounding lands within the Transit Village Place Type.

TRANSIT STATIONS IN TRANSIT VILLAGES

815_ The following policies apply to transit stations located in Transit Villages:

1. Transit stations will be designed as public places that serve as focal points for the Transit Village.
2. The architectural design of transit stations should establish these buildings as public landmarks.
3. Transit stations should be designed to include accessible, comfortable waiting areas and safe, convenient and direct routes for pedestrians and cyclists.

TRANSIT VILLAGE PROTECTED MAJOR TRANSIT STATION AREAS

815A_ *Policy Deleted (OPA 30) (OPA 125)*

815B_ *Policy Deleted (OPA 30) (OPA 125)*

815C_ *Policy Deleted (OPA 30) (OPA 125)*

815D_ *Policy Deleted (OPA 30) (OPA 125)*

815E_ *Policy Deleted (OPA 30) (OPA 125)*

815F_ *Policy Deleted (OPA 30) (OPA 125)*

APPLICATIONS TO ADD NEW OR EXPAND EXISTING TRANSIT VILLAGE PLACE TYPES

816_ The Transit Village Place Types as shown on Map 1 - Place Types are adequate in size to accommodate growth for the foreseeable future, well beyond the life of this Plan. Expanding the Transit Villages could negatively impact a number of important goals for intense, mixed-use development centred around transit stations, and will be strongly discouraged. However, in the event that an expansion of a Transit Village is proposed, the following criteria will be considered:

1. The development potential of suitable lands within the Transit Village Place Type to accommodate the types of uses proposed through redevelopment.
2. The potential to undermine the goal of developing an intense and concentrated Transit Village.
3. The pedestrian accessibility and continuity of the proposed expansion area from the transit station.
4. An evaluation of the proposed expansion based on the Planning and Development Applications section in the Our Tools part of this Plan.
5. The projected growth for high density development supports the proposed expansion without detracting from the concentrated urban character of the existing Transit Village Place Types. *(OPA 124)*

817_ It is critical that the identified Transit Villages, and the Rapid Transit Corridors that connect them, are developed intensively to make rapid transit sustainable over the long term. Adding new Transit Villages over the life of this Plan is not required to accommodate forecasted growth and would detract from this key objective as well as the many objectives of this Plan relating to growth management and intensification. *(OPA 124)*

PLANNING AND DEVELOPMENT APPLICATIONS

818_ All planning and development applications will be evaluated based on the Planning and Development Applications section in the Our Tools part of this Plan.

819_ Where a secondary plan does not exist for a Transit Village, the applicant will be required to show, through the use of a concept plan that considers the subject site and surrounding lands, how the proposed development will support and not undermine the long-term vision for the Transit Village.

SPECIFIC POLICIES FOR THE TRANSIT VILLAGE PLACE TYPE

820_ The following policies relate to specific sites or areas within the Transit Village Place Type. These policies serve to augment the general policies for Transit Villages. Where there is a conflict between the following policies and the more general Transit Village Place Type policies, these more specific policies shall prevail. Areas subject to specific policies are shown on Map 7 – Specific Policy Areas.

100 KELLOGG LANE, 1097 AND 1127 DUNDAS STREET, AND 351 ELEANOR STREET

820A_ In the Transit Village Place Type located at 100 Kellogg Lane, 1097 and 1127 Dundas Street, and 351 Eleanor Street, warehouse, wholesale, and self-storage establishments may also be permitted within existing buildings. Accessory parking in favour of the uses located at 100 Kellogg Lane may be permitted at 1063, 1080, 1097 and 1127 Dundas Street. *(OPA 124)*

600 OXFORD STREET WEST

821_ In the Transit Village Place Type at 600 Oxford Street West, "automotive uses, restricted" within existing buildings may be permitted. *(OPA 46) (OPA 55)*

530 OXFORD STREET WEST

821A_ In the Transit Village Place Type located at 530 Oxford Street West, two 33-storey mixed-use apartment buildings located on the northwest corner of the property are permitted. *(OPA 112)*

1067, 1069, AND 1071 WELLINGTON ROAD

822_ In the Transit Village Place Type at 1067, 1069 and 1071 Wellington Road, a mixed-use development with a maximum height of 27 storeys may be permitted, to provide for affordable housing. *(OPA 46) (OPA 72) (OPA 78)*

1105 WELLINGTON ROAD

823_ In the Transit Village Place Type at 1105 Wellington Road, a maximum height of 32 storeys is permitted. *(OPA 46) (OPA 72) (OPA 78) (OPA 118)*

824_ *Policy Deleted (OPA 46)*

825_ *Policy Deleted (OPA 46)*

the Pub
NASHVILLE
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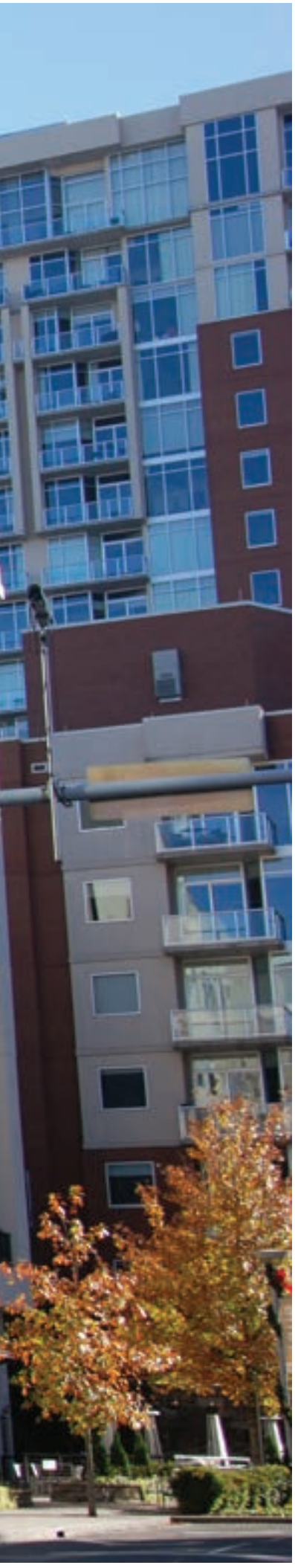
GULCH



Rapid Transit and Urban Corridors

OUR VISION FOR THE RAPID TRANSIT AND URBAN CORRIDOR PLACE TYPES

826_ Our rapid transit corridors will be vibrant, mixed-use, mid-rise communities that border the length of our rapid transit services. Not all the segments of our corridors will be the same in character, use and intensity. Some segments will be primarily residential in nature, allowing only for small-scale commercial uses. In other segments, where large amounts of commercial floor space already exist, opportunities will be made for new stand-alone commercial uses while opening new opportunities for mixed-use development.

827_ Located in the Primary Transit Area and also along rapid transit routes, the Rapid Transit Corridors will be some of the most highly-connected neighbourhoods in our city. They will be linked to the Downtown and to the Transit Villages. Most of these corridors will be fundamentally walkable streetscapes, with abundant trees, widened sidewalks, and development that is pedestrian- and transit-oriented. Those parts of the Rapid Transit Corridors that are in close proximity to transit stations may allow for a greater intensity and height of development to support transit usage and provide convenient transportation for larger numbers of residents.

828_ Our Urban Corridors will support a form of development that is very similar to our Rapid Transit Corridors, but at a slightly lower intensity. They will be places that encourage intensification over the life of this Plan so that they can mature to support higher-order transit at some point in the future beyond 2035. These corridors will support residential and mixed-use development. Like the Rapid Transit Corridors, different segments of these Urban Corridors may vary in use, character and intensity.

ROLE WITHIN THE CITY STRUCTURE

829_ Rapid Transit Corridors are the connectors between our Downtown and our Transit Villages. They offer great opportunities for people to live and work close to high-order transit to give them attractive mobility choices. These corridors will vary from segment to segment, depending upon their context, the degree to which they are transitioning from one form to another and City Council's goals for their future development. The Urban Corridors are mixed-use areas that may develop into good candidates for future rapid transit corridors beyond the life of this Plan.

829A_ The Rapid Transit Corridor Place Type is identified as a Protected Major Transit Station Area, as shown on Map 10. Development within the Rapid Transit Corridor Protected Major Transit Station Area will conform with all other policies of The London Plan, including the Corridor Place Type and any Specific Area Policies. *(OPA 125)*

HOW WILL WE REALIZE OUR VISION?

830_ Where the term "corridor" is used, without the "rapid transit" or "urban" modifier, it is meant to apply to both of these types of corridors. We will realize our vision for our corridors by implementing the following in all the planning we do and the public works we undertake:

1. Plan and budget for rapid transit services along Rapid Transit Corridors, and locate transit stations within highly urban forms at strategic locations.
2. Plan transit services to provide a heightened level of service along Urban Corridors.
3. Plan for various segments of our corridors differently, with "segment-specific" policies to guide their development.
4. Plan for a mix of residential and a range of other uses along corridors to establish demand for rapid transit services.
5. Allow for a wide range of permitted uses and greater intensities of development along Corridors close to rapid transit stations.
6. Carefully manage the interface between our corridors and the adjacent lands within less intense neighbourhoods.
7. Require transit-oriented and pedestrian oriented development forms along these corridors.
8. Plan for, and invest in, the civic infrastructure required to support planned development along these corridors.
9. Plan and budget for neighbourhood amenities along these corridors, including high-quality urban parks, civic spaces, and attractive outdoor seating areas, accessible to the public.
10. Undertake all public works to support, and be in conformity with, the Corridor policies and the vision for these corridors.
11. Support the development of a variety of residential types, with varying locations, size, affordability, tenure, design, and accessibility so that a broad range of housing requirements are satisfied.
12. The City may prepare a secondary plan for a corridor to guide redevelopment, establish street and pathway networks, identify park spaces, establish more detailed policies for land use, intensity and built form, and establish transitional and interface policies.
13. Where a secondary plan does not exist, a corridor master plan guideline document may be prepared to establish a conceptual road network or a conceptual block plan that will guide the redevelopment of the larger Corridor.
14. Design guidelines may be established for Corridors or segments thereof.

INTERPRETATION OF CORRIDOR PLACE TYPE BOUNDARIES

831_ Map 1 - Place Types, depicts areas that are included within the Rapid Transit and Urban Corridor Place Types. In general, these areas have been included within the Corridor Place Type because they abut one of the following street classifications:

1. Rapid Transit Boulevard
2. Civic Boulevard
3. Urban Thoroughfare

832_ Subject to the Our Tools part of this Plan and the the more detailed policies in this chapter, intensification will be encouraged along these corridors, while managing and mitigating impacts on adjacent, lower-intensity residential areas.

833_ The depth of the Corridor Place Types shown on Map 1 is generally aligned with the lot fabric that is adjacent to the major street. In some instances, it may be desirable to allow for the assembly of additional lots outside of the Corridor, together with a lot that is clearly located within the Corridor identified on Map 1, through an interpretation of the Corridor Place Type boundary.

834_ Such an interpretation may allow for the consolidation of lots to create a viable development parcel, such that a property may be developed in accordance with the vision for the Corridor, while managing and mitigating potential impacts on the adjacent neighbourhood. Such consolidation may also be important to allow for the appropriate setback between the proposed development and adjacent properties. In general, lot depths up to 150m along these corridors may be appropriate where they meet the evaluation criteria of this section and the Planning and Development Applications section in the Our Tools part of this Plan.

835_ The interpretation of the Place Type boundary will not require an amendment to this Plan provided it can be demonstrated that any potential impacts to the adjacent neighbourhood resulting from the proposed development will be appropriately managed and mitigated. The following criteria will be used to guide the interpretation of the Corridor Place Type boundary shown on Map 1:

1. A boundary interpretation shall only be made concurrent with the review of a zoning by-law amendment application. This will allow for considerations of planning impact and compatibility to be addressed when such interpretations are made.
2. The zoning by-law amendment application will be reviewed in conformity with the Planning and Development Applications section in the Our Tools part of this Plan.
3. The by-law amendment application shall demonstrate the need for lot assembly to achieve a development form that is in keeping with the vision for the Corridor Place Type and will provide justification for the boundary interpretation.
4. If the site is located on a corner, the proposed front face of the building shall be oriented to the Civic Boulevard or Urban Thoroughfare, and shall not be oriented to the more minor "side-street".
5. The evaluation of a development proposal will have consideration for how automobile access and circulation will be managed to mitigate potential impacts on the interior portions of the neighbourhood.
6. The interpretation of the Place Type boundary should not result in the creation of one or more isolated remnant lots that cannot be reasonably developed or assembled with other parcels in the Place Type to be developed in accordance with the long-term vision for the Corridor. Design concepts may be required to demonstrate how remnant lots can ultimately be developed.

GENERAL USE, INTENSITY AND FORM POLICIES FOR RAPID TRANSIT AND URBAN CORRIDORS

836_ The following general policies relating to permitted uses, permitted intensity of development, and built form, will apply to those lands within the Rapid Transit Corridor and Urban Corridor Place Types. Specific-Segment policies for identified segments of each corridor provide more specific policies; where there is a conflict between the following general policies and the Specific-Segment policies, the more specific policies will prevail. Otherwise, these general policies will apply to all segments.

PERMITTED USES

837_ The following uses may be permitted within the Rapid Transit Corridor and Urban Corridor Place Types, unless otherwise identified by the Specific-Segment policies in this chapter:

1. A range of residential, retail, service, office, cultural, recreational, and institutional uses may be permitted within the Corridor Place Type and the Rapid Transit Corridor Protected Major Transit Station Area. *(OPA 125)*
2. Mixed-use buildings will be encouraged.
3. Large floor plate, single use non-residential buildings will be discouraged in Corridors.
4. Where there is a mix of uses within an individual building, retail and service uses will be encouraged to front the street at grade.
5. The full range of uses described above will not necessarily be permitted on all sites within the Rapid Transit and Urban Corridor Place Types.

838_ New drive through facilities may be permitted in the Rapid Transit or Urban Corridor Place Types where it can be clearly demonstrated that they will not detract from the vision and role of the Place Type and the quality and character of the pedestrian-oriented street environment. Proposals for new drive through facilities will be subject to a zoning by-law amendment and site plan approval, in conformity with the City Design policies of this Plan.

INTENSITY

839_ Buildings within the Rapid Transit and Urban Corridor Place Types and the Rapid Transit Corridor Protected Major Transit Station Area will be a minimum of two storeys or 8 metres, a maximum of 25 storeys in the Rapid Transit Corridor Place Type and the Rapid Transit Corridor Protected Major Transit Station Area, and a maximum of 15 storeys within the Urban Corridor Place Type. *(OPA 125)*

840_ The following intensity policies apply within the Rapid Transit and Urban Corridor Place Types unless otherwise identified:

1. Development within Corridors will be sensitive to adjacent land uses and employ such methods as transitioning building heights or providing sufficient buffers to ensure compatibility.

2. Commercial buildings should not exceed 6,000m^2 in size within Corridors.

3. Each Rapid Transit Corridor Place Type and Protected Major Transit Station Area will be planned to achieve a minimum number of 120 residents and jobs combined per hectare. *(OPA 125)*

4. Within the Rapid Transit Corridor Place Type and Protected Major Transit Station Area, the minimum density is 45 units per hectare for residential uses or a floor area ratio of 0.5 for non-residential uses. *(OPA 125)*

5. Lot assembly is encouraged within the Corridor Place Types to create comprehensive developments that reduce vehicular accesses to the street and to allow for coordinated parking facilities.

6. Lots will be of sufficient size and configuration to accommodate the proposed development and to help mitigate planning impacts on adjacent uses.

7. Individual buildings will not contain more than 2,000m^2 of office space, except within 150 metres of rapid transit stations where buildings may contain up to 5,000m^2 of office space. An aggregate total of no more than 5,000m^2 will be allowed within 150 metres of a rapid transit station. *(OPA 125)*

8. *Policy Deleted (OPA 125)*

9. *Policy Deleted (OPA 125)*

10. The *Zoning By-law* will include regulations to ensure that the intensity of development is appropriate for individual sites.

11. The full extent of intensity described above will not necessarily be permitted on all sites within the Rapid Transit and Urban Corridor Place Types.

TABLE 9 - DELETED *(OPA 124)*

FORM

841_ The following form policies apply within the Rapid Transit and Urban Corridor Place Types:

1. All planning and development applications will conform with the City Design policies of this Plan.
2. Buildings should be sited close to the front lot line, to create a pedestrian-oriented street wall along Corridors and provide appropriate setback from properties that are adjacent to the rear lot line.
3. The mass of large buildings fronting the street should be broken down and articulated at grade so that they support a pleasant and interesting pedestrian environment. Large expanses of blank wall will not be permitted to front the street, and windows, entrances, and other building features that add interest and animation to the street will be encouraged.
4. Development should be designed to implement transit-oriented design principles.
5. Buildings and the public realm will be designed to be pedestrian, cycling and transit-supportive through consideration of building orientation, location of entrances, clearly marked pedestrian pathways, widened sidewalks, cycling infrastructure and general site layout that reinforces pedestrian safety and easy navigation.
6. Convenient pedestrian access to transit stations will be a primary design principle within Rapid Transit Corridors. New development adjacent to rapid transit stations and transit stops should make strong, direct connections to these facilities.
7. On-street parking within Corridors is encouraged wherever possible and when conflicts with public transit services and on-street bike paths can be avoided or mitigated.
8. While access to development along Corridors may be provided from "side-streets", such accesses to development will be located and directed in a manner that minimizes impacts on the internal portions of adjacent neighbourhoods.
9. All public works will ensure a high quality pedestrian environment through streetscape improvements which may include widened sidewalks, upgrading the sidewalk material, planting street trees, installing benches and other street furniture, providing pedestrian lighting, and integrating public art.
10. Planning and development applications will be discouraged if they result in the creation of one or more isolated remnant lots that cannot be reasonably developed or assembled with other parcels in the Place Type to develop in accordance with the long-term vision for the Corridor.

11. Where appropriate, block concepts should be developed to provide for rear drive lanes and to coordinate automobile access and circulation.

12. Surface parking areas should be located in the rear and interior side yard. Underground parking and structured parking integrated within the building design is encouraged.

13. Buildings will be designed to mitigate the impact of new development on adjacent neighbourhood areas.

SPECIFIC-SEGMENT POLICIES

842_ Within the Corridor Place Types, three Specific Segments are identified:

1. Main Street
2. Preservation
3. Transitional

843_ The following sections of this chapter define these segments and provide policies for each. Areas subject to Specific-Segment policies are shown on Map 7 – Specific Policy Areas.

MAIN STREET

844_ The Main Street policies apply to the following Rapid Transit and Urban Corridor segments:

1. Old East Village - Dundas Street from the Downtown Place Type Boundary to Quebec Street
2. Richmond Row - Richmond Street from the CP Rail line to Kent Street *(OPA 124)*
3. SoHo - Wellington Street from the CN tracks to the south branch of the Thames River and Horton Street from Colborne Street to lands just west of Richmond Street

> SEGMENT GOALS

845_ Main Street segments are streets that have been developed, historically, for pedestrian-oriented shopping or commercial activity in the older neighbourhoods of the city. In an effort to provide local shopping and commercial options so that residents can walk to meet their daily needs, this Plan will support main streets within specific segments of the Rapid Transit Corridor and Urban Corridor Place Types. These areas will be in a linear configuration and street-oriented, meaning buildings will be close to the street with parking generally located to the rear of the site, underground, or integrated into the mass of the building. A broad range of uses at a walkable neighbourhood scale will be permitted within these areas.

> PERMITTED USES

846_ The Permitted Use policies of the Rapid Transit Corridor Place Type will apply.

> INTENSITY

847_ The Intensity policies for the Rapid Transit Corridor Place Type will apply, in addition to the following policies:

1. Within the Old East Village, Richmond Row, and SoHo segments, buildings will be a minimum of either two storeys or eight metres in height. Podiums for taller buildings will be a minimum of either two storeys or eight metres in height.
2. Buildings in these three Main Street segments will be a maximum of 25 storeys in height. *(OPA 125)*
3. Office uses will not exceed 5,000m^2 per building. *(OPA 78)*

> FORM

848_ Development within all three Main Street segments will conform with the City Design and the Rapid Transit Corridor Form policies of this Plan. In addition, the following policies will apply:

1. Cultural heritage resources shall be conserved in conformity with the Cultural Heritage policies of this Plan and in accordance with the *Ontario Heritage Act*. Development proposals adjacent to cultural heritage resources will be required to assess potential impact on these cultural heritage resources and design new development to avoid and mitigate such impact.
2. The design and building materials of new structures will be in keeping with, and supportive of, the form and character of the Main Street segment. It is important to recognize that this policy is intended to support character, but not limit architectural styles. A variety of architectural styles could successfully integrate and fit within the context of all three Main Street segments if designed appropriately.
3. Signage will be integrated with the architecture of the building, fixed to the building, and its size and application will be appropriate for the character of the area. Stand-alone signage in the front yard is strongly discouraged. This does not apply to regulatory road signage.
4. A podium base, with a substantial step-back to the tower, should be used for buildings in excess of four storeys, to avoid sheer walls fronting onto these main street corridors.

PRESERVATION

849_ The Preservation policies apply to the following Rapid Transit Corridor segment:

1. Old North Richmond Street - Richmond Street from Oxford Street to Huron Street

> SEGMENT GOALS

849A_ The goals of the Preservation segments are described as follows:

1. Heritage designated properties will be protected and conserved in conformity with the Cultural Heritage policies of this Plan and in accordance with the *Ontario Heritage Act*.
2. The Old North Richmond Street segment has mature landscapes and streetscapes that merit protection, conservation, re-purposing of the existing building stock and potentially new small-scale development in appropriate locations only. New, mid-rise or high-rise development is discouraged in this segment of the Corridor.
3. The Old North Richmond Street segment serves a gateway function that provides a sense of place and contributes to the image of London. It contains mature trees and intact streetscapes that give a distinctive sense of arrival to London from the north. It is a goal of this Plan to preserve this character while allowing for appropriate regeneration of existing development and small-scale redevelopment only where appropriate.
4. Within the Old North Richmond Street segment, the Near-Campus Neighbourhood policies in the Neighbourhoods Place Type chapter of this Plan will prevail where there is a conflict with the following policies. *(OPA 78)*

> PERMITTED USES

850_ The Permitted Use policies of the Corridor Place Type will not apply. In their place, the following policies will apply:

1. Residential uses in new and existing buildings may be permitted.
2. Office conversions may be permitted between Oxford Street and Grosvenor Street.

> INTENSITY

851_ The Intensity policies of the Corridor Place Type will not apply. In their place, the following policies will apply:

1. The Near-Campus Neighbourhood policies will prevail where there is a conflict with the following policies.
2. The retention of existing buildings will be encouraged to maintain the character of the streetscape. Heritage designated properties will be protected and conserved.
3. New buildings will be of a similar scale to that which is prevailing within the streetscape of the segment.
4. Where appropriate, expansions to existing buildings may be permitted.

> FORM

852_ Development within the Old North Richmond Street segment will conform with the City Design chapter and the Corridor Place Type Form policies of this Plan. In addition, the following policies will apply:

1. Cultural heritage resources shall be conserved, in conformity with the Cultural Heritage policies of this Plan and in accordance with the *Ontario Heritage Act*. Development proposals adjacent to cultural heritage resources will be required to assess potential impact on these cultural heritage resources and design new development to avoid and mitigate such impact.
2. Mature trees will be preserved and new trees will be planted along streetscapes wherever possible and appropriate to support the long-term sustainability of a mature treescape.
3. Signage affixed to buildings should be minimized and reflect the architectural style and character of the building. Stand-alone signage in the front yard will be strongly discouraged. These policies do not apply to regulatory road signage.

TRANSITIONAL

853_ The Transitional policies apply to the following Rapid Transit and Urban Corridor segments:

1. Dundas Street - from First Street to Crumlin Sideroad
2. Wellington Road - from Southdale Road East to Bradley Avenue
3. Wharncliffe Road South - from Commissioners Road to Southdale Road *(OPA 21)*

> SEGMENT GOALS

854_ These policies are intended to recognize the current development pattern along certain segments of the Corridor Place Types. Their purpose is to maintain, at a minimum, the existing intensity, while supporting the movement toward more intense forms and uses of land as permitted under the Rapid Transit and Urban Corridor Place Types.

855_ The Transitional segment policies are meant to guide development within Rapid Transit Corridors and Urban Corridors in specific areas so that proposals that do not generally fulfill the long-term vision for these Place Types can be allowed on a transitional basis, without precluding the future redevelopment of these areas into more compact and transit-oriented mixed-use corridors. *(OPA 78)*

> PERMITTED USES

856_ The Permitted Use policies of the Rapid Transit and Urban Corridors Place Type will apply. In addition, the following policies will apply:

1. Large-scale retail and service uses may be permitted.

> INTENSITY

857_ The Intensity policies for the Rapid Transit and Urban Corridor Place Type will apply, in addition to the following policies:

1. Commercial buildings may exceed 6,000m^2 in size, where appropriate.
2. Office uses will be limited to 2,000m^2 per building.
3. Planning and development applications for redevelopment that will result in a net reduction in the intensity of development on a site will be discouraged.

4. The greatest height and intensity of development on a large development block should be located adjacent to the Corridor's highest-order street. Built form intensity will decrease as it moves away from the corridor toward adjacent neighbourhoods.

> FORM

858_ Development within the Transitional segment will conform with the general Form policies of the Corridor Place Type of this Plan.

> ORGANIZING STRUCTURE OF LARGE BLOCKS FOR FUTURE REDEVELOPMENT

859_ The following policies will apply:

1. To allow for the future redevelopment of large commercial blocks, a grid of driveways that extend through the site, spaced appropriately across the width of the property, will be established through the site plan process to the greatest extent possible. These driveways should be designed to include sidewalks and trees at appropriate locations to allow for safe and comfortable pedestrian circulation through the parking area. The purpose of establishing this organizational structure on these sites is to:
    a. Provide a form of large-lot development that can be redeveloped more easily in phases at a future date.
    b. Allow the opportunity for redevelopment of the rear portion of commercial blocks in the future, ensuring that these connecting streets or driveways are not obstructed from these rear-lot areas by buildings.
    c. Allow for better connections through the site for pedestrians, transit users, and cyclists.
    d. Allow the possibility for future neighbourhood connections that could connect transit services, the corridor and the commercial block to the neighbourhood.
2. Large commercial blocks should be developed such that smaller-scale commercial uses are constructed on pads at the front of the lot to create, to the greatest extent possible, a pedestrian-oriented street wall. These buildings should be constructed with their front entrances oriented toward the primary street.
3. Amenities, such as landscaping, street furniture, and patios, will be designed and provided on the site to attract pedestrian activity to the front of these buildings. Sites should be designed such that these street-oriented pads serve to screen any large fields of parking on the remainder of the site from the street. Parking between these smaller buildings and the street will be discouraged.
4. Large commercial blocks should be designed to incorporate wide, tree-lined sidewalks that will allow pedestrians clear, safe, direct and comfortable access through parking lots, from the street to the main entrance of commercial buildings that are located at the rear of the lot. These sidewalks also allow for motorists to walk safely and comfortably from their parked cars to commercial buildings.

SECONDARY PLANS

860_ City Council may adopt more detailed documents to provide direction for the implementation of specific corridor segments.

RAPID TRANSIT CORRIDOR PROTECTED MAJOR TRANSIT STATION AREAS

860A_ *Policy Deleted (OPA 30) (OPA 125)*

860B_ *Policy Deleted (OPA 30) (OPA 125)*

860C_ *Policy Deleted (OPA 30) (OPA 125)*

860D_ *Policy Deleted (OPA 30) (OPA 125)*

860E_ *Policy Deleted (OPA 30) (OPA 125)*

860F_ *Policy Deleted (OPA 30) (OPA 125)*

APPLICATIONS TO EXPAND THE CORRIDOR PLACE TYPE

861_ The following policies will apply:

1. The Rapid Transit Corridor Place Type will be applied only to corridors that are within the City's long-term plans for rapid transit service.
2. The Urban Corridor Place Type will not be further extended outside of the Primary Transit Area.

3. Applications for new or expanded Urban Corridor Place Types within the Primary Transit Area will be required to clearly demonstrate the need for the proposed new Urban Corridor or the proposed expansion onto additional lands, considering all other opportunities for commercial development or redevelopment that have been planned. This will include a review of the opportunities that have been created at appropriate locations in the form of vacant land, vacant space in existing buildings, and expansion, redevelopment and intensification opportunities on existing commercial sites .

PLANNING AND DEVELOPMENT APPLICATIONS

862_ All planning and development applications will be evaluated based on the Planning and Development Applications section in the Our Tools part of this Plan.

863_ Where a secondary plan does not exist for a Rapid Transit or Urban Corridor, the applicant may be required to show, through the use of a concept plan that considers the subject site and surrounding lands, how the proposed development will be coordinated with adjacent lands and not undermine the long-term vision for the Corridor.

SPECIFIC POLICIES FOR THE RAPID TRANSIT AND URBAN CORRIDOR PLACE TYPES

864_ The following policies relate to specific sites or areas within the Rapid Transit and Urban Corridor Place Types. These policies serve to augment the general policies and segment-specific policies for the for Rapid Transit and Urban Corridor Place Types. Where there is a conflict between the following policies and the more general Rapid Transit and Urban Corridor Place Types policies, these more specific policies shall prevail. Areas subject to specific policies are shown on Map 7 – Specific Policy Areas.

809 DUNDAS STREET

864A_ In the Rapid Transit Corridor Place Type located at 809 Dundas Street, building height of up to 24 storeys and density of up to 710 units per hectare may be permitted. *(OPA 78)*

323 OXFORD STREET WEST AND 92 PROUDFOOT LANE

864B_ In the Rapid Transit Corridors Place and Urban Corridor Place Types located at 323 Oxford Street West, development with height of up to 18 storeys (60 metres) may be permitted. *(OPA 115)*

MUD CREEK AREA

864C_ In the Rapid Transit Corridor Place Type for the lands within the Mud Creek Area generally bounded by Oxford Street West to the south, Proudfoot Lane to the west, the CP rail line to the north and Cherryhill Boulevard to the east, no development shall occur within the lands regulated by the Conservation Authority prior to the completion of creek channel and stormwater works until such time as the creek channel and stormwater works have been completed in accordance with the recommendations of the accepted environmental assessment for the lands, and the as-built drawings have been accepted by the Conservation Authority having jurisdiction. For greater certainty, any Zoning By-law amendment approved prior to the works being completed shall contain a Holding Provision which requires the creek channel and stormwater works to be completed prior to any development occurring.

676-700 BEAVERBROOK AVENUE AND 356 OXFORD STREET WEST

864D_ In the Rapid Transit Corridor Place Type located at 676-700 Beaverbrook Avenue and 356 Oxford Street West, a maximum height of 18 storeys (62 metres) may be permitted. *(OPA 21)* *(OPA 78)*

864E_ *Policy Deleted (OPA 124)*

450 OXFORD STREET WEST

865_ In the Rapid Transit Corridor Place Type located at 450 Oxford Street West, office uses up to 5,000m^2 may be permitted.

710 PROUDFOOT LANE

865A_ In the Rapid Transit Corridor Place Type located at 710 Proudfoot Lane, office uses up to 5,000m^2 Gross Floor Area within an existing building may be permitted in association with a commercial recreation establishment.

240 WATERLOO STREET AND 358 HORTON STREET EAST

865B_ In the Urban Corridor Place Type at 240 Waterloo Street and 358 Horton Street East, office uses may be permitted up to a maximum gross floor area of 3,000m^2 (32,291 sq. ft.). *(OPA 21)*

250-272 SPRINGBANK DRIVE

865C_ In the Urban Corridor Place Type at 250-272 Springbank Drive a bonus zone may be permitted to allow for a two tower residential development with a maximum height of 15-storeys (51.0m) and a density of 306 units per hectare. *(OPA 40)*

WELLINGTON STREET AND SOUTH STREET

866_ The lands located at 291-299 South Street may permit a range of high density residential uses, a range of convenience commercial uses at grade along the South Street frontage and a neighbourhood facility use in the form of a church. The development will be in accordance with the conceptual vision for the Old Victoria Hospital Lands identified in the *SoHo Community Improvement Plan*, the *Thames River Valley Corridor Plan,* and will be required to demonstrate a high degree of application of the City's Urban Design principles in order to allow for the full range of permitted uses, densities and heights. The building height of new development shall be stepped down from South Street to provide a transition toward the Thames River in keeping with the *Thames River Valley Corridor Plan*. The *Zoning By-law* will specify height limits based on criteria established by the *SoHo Community Improvement Plan* and the *Thames River Valley Corridor Plan* and as provided for in the City Design chapter and the Our Tools part of this Plan.

867_ In addition to the above policies, the following additional policies may apply subject to the Our Tools part of this Plan:

1. High density residential development may be permitted in this area that can accommodate increased height and densities which provide a transition from the residential uses to the Thames Valley Corridor while providing for enhanced recreational uses and providing areas for community activities along the Thames Valley Corridor through the application of Urban Design principles approved for the *SoHo Community Improvement Plan* and the City Design chapter and the Our Tools part of this Plan.
2. Convenience commercial uses may be permitted at grade along the South Street frontage and will not exceed a total gross floor area of 1,000m^2 as provided for in the Neighbourhoods Place Type.
3. Neighbourhood facilities may be permitted within a residential building as provided for in the Neighbourhoods Place Type. *(OPA 78)*

868_ The land located at 56-82 Wellington Street and 283-289 South Street bounded by Wellington Street on the east side, between South Street and the limit of the Green Space Place Type to a depth of 82 metres from the centerline of Wellington Street, shall develop as a mixed-use area with retail stores, restaurants and personal services at street level and office uses including medical facilities and residential uses located above grade. To encourage a strong main street commercial corridor and to build strong connections to the Downtown, the SoHo area and the Thames River, mixed-use projects that include street level commercial in association with uses appropriate to a pedestrian-oriented shopping area will be required. The building height of new development shall be stepped down from South Street to provide a transition toward the Thames River in keeping with the *Thames River Valley Corridor Plan*. The *Zoning By-law* will specify height limits based on criteria established by the *SoHo Community Improvement Plan* and the *Thames River Valley Corridor Plan* and as provided for in the City Design chapter and the Our Tools part of this Plan.

869_ In addition to the above policies, the following additional policies may apply subject to the Our Tools part of this Plan:

1. Mixed-use development may be permitted in this area that can accommodate increased height and densities which provide a transition from the southeast corner of Wellington Street and South Street to the Thames Valley Corridor while providing for enhanced recreational uses and providing areas for community activities along the Thames Valley Corridor through the application of Urban Design principles as provided for in the *SoHo Community Improvement Plan* and as provided for in the City Design chapter and the Our Tools part of this Plan. *(OPA 78)*

870_ New office uses up to a medium scale of development may be permitted to be located in this area provided that the office use is primarily to provide medical/dental services on the second floor or above in a mixed-use building.

359 WELLINGTON ROAD AND 657 BASE LINE ROAD EAST

870A_ In the Rapid Transit Place Type located at 359 Wellington Road and 657 Base Line Road East, a 23-storey apartment building is permitted. *(OPA 119)*

T··Mobile

Shopping Area

OUR VISION FOR THE SHOPPING AREA PLACE TYPE

871_ Shopping Areas will constitute an important part of London's complete communities, providing commercial centres with a wide range of retail, service, business, recreational, social, educational, and government uses within easy walking distance for neighbourhoods. Over time, many of these centres will re-format to become mixed-use areas that include retail, service, office and residential uses. These centres will also become more pedestrian, cycling, and transit-oriented, and less automobile-dominated in their design. Shopping Areas will differ in size and function, ranging from neighbourhood-oriented centres of a small to medium scale, to very large centres that attract residents from several neighbourhoods or even the city as a whole.

872_ Shopping Areas will be well connected to public transit, local streets, and other linkages allowing attractive options for walking and cycling to these destinations. These centres will be designed and developed to create a sense of place and identity and to establish an identifiable hub for commerce and neighbourhood services.

ROLE WITHIN THE CITY STRUCTURE

873_ The Downtown, Transit Village, Rapid Transit Corridor, Urban Corridor, Main Street and Neighbourhoods Place Types all support varying amounts of retail, office, and service uses. Outside of these Place Types, the Shopping Area is the primary Place Type that will allow for commercial uses.

874_ Shopping Areas are to service their immediate neighbourhoods, and provide a walkable focal point that creates a neighbourhood identity. In some cases, these centres may be very large and serve a much broader population, and may not be directly tied to an individual neighbourhood or community.

875_ It is not expected that new Shopping Areas will be required in London beyond what is shown on Map 1 - Place Types, over the life of this Plan, given the multitude of opportunities in existing centres, and in the many other place types that support commercial uses in the Plan. The current structure of commercial place types provides a very broad range of opportunities for new commercial uses, and there are also many opportunities for reformatting, redevelopment, expansion, and intensification of Shopping Areas.

875A_ Within the Shopping Area Place Type, certain sites have been identified as Major Shopping Areas. These areas are identified as strategic growth areas and may permit higher levels of intensity. *(OPA 124)*

HOW WILL WE REALIZE OUR VISION?

876_ We will realize our vision for our Shopping Areas by implementing the following in all the planning we do and the public works we undertake:

1. Plan for a distribution of Shopping Area Place Types across the city to service neighbourhoods and collections of neighbourhoods.
2. Discourage the addition of new Shopping Area Place Types, recognizing the significant supply of sites that can accommodate commercial uses throughout the city.
3. Allow for flexibility in use and the intensification of existing centres.
4. Encourage the repurposing, reformatting, infill and intensification of existing centres to take advantage of existing services, use land more efficiently, and reduce the need for outward expansion.
5. Introduce mid-rise residential development within the Shopping Area Place type, and high-rise mixed-use development within Major Shopping Areas, to intensify their use, promote activity on these sites outside of shopping hours, and strengthen their role as neighbourhood centres. *(OPA 124)*
6. Shopping Areas will be nodal in configuration and will not be permitted to expand in a long linear fashion.

PERMITTED USES

877_ The following uses may be permitted within the Shopping Area Place Type:

1. A broad range of retail, service, office, entertainment, recreational, educational, institutional, and residential uses may be permitted within the Shopping Area Place Type.

2. Mixed-use buildings will be encouraged. Commercial and neighbourhood service uses will be required as part of any Shopping Area redevelopment in order to establish and preserve the Shopping Area's function as a neighbourhood hub. *(OPA 124)*

3. Uses with large amounts of outdoor storage, large warehouse components, storage of heavy vehicles, and/or emitting noise, vibration, or dust, will not be permitted. Uses that are not compatible with residential and retail uses will not be permitted.

4. Where a Shopping Area Place Type abuts a Neighbourhoods Place Type the City Design policies of this Plan will be applied to ensure that a positive interface is created between commercial and residential uses.

5. The full range of uses described above will not necessarily be permitted on all sites within the Shopping Area Place Type. *(OPA 21)*

INTENSITY

878_ The following intensity policies apply within the Shopping Area Place Type:

1. It is the intent of this Plan to allow for the more intense and efficient use of Shopping Area sites through redevelopment, expansion, and the introduction of residential development.
2. Buildings within the Shopping Area Place Type will be a maximum height of eight storeys, or, in Major Shopping Areas the maximum height is 15 storeys. *(OPA 124)*
3. Adequate off-street parking will be provided to ensure there are no negative impacts on adjacent streets. Underground parking will be encouraged.
4. Development within the Shopping Area Place Type will be sensitive to adjacent land uses and employ such methods as transitioning building heights and providing sufficient buffers to ensure compatibility.
5. Lots will be of sufficient size and configuration to accommodate the proposed development and to help mitigate planning impacts on adjacent uses.
6. Total aggregate office uses will not exceed 2,000m^2 within a Shopping Area Place Type.
7. The *Zoning By-law* will include regulations to ensure that the intensity of development is appropriate for individual sites.
8. The full extent of intensity described above will not necessarily be permitted on all sites within the Shopping Area Place Type. *(OPA 78)*

FORM

879_ The following form policies apply within the Shopping Area Place Type:

1. All planning and development applications will conform with the City Design policies of this Plan.
2. To allow for the future redevelopment of large commercial blocks, a grid of driveways that extend through the site, spaced appropriately across the width of the property, should be established through the site plan process. These driveways will be designed to include sidewalks and trees. The purpose of establishing this organizational structure is to:
    a. Provide a form of large-lot development that can be redeveloped more easily in phases at a future date.
    b. Allow the opportunity for redevelopment of the rear portion of commercial blocks in the future, ensuring that these connecting streets or driveways are not obstructed from these rear-lot areas by buildings.
    c. Allow for better connections through the site for pedestrians, transit users, and cyclists.
    d. Allow the possibility for future neighbourhood connections that would connect transit services, the street and the commercial block to the neighbourhood.
3. Large commercial blocks should be developed such that smaller-scale commercial uses are constructed on pads at the front of the lot to create, to the greatest extent possible, a pedestrian-oriented street wall. These buildings should be constructed with their front entrances oriented toward the primary street.
4. Amenities, such as landscaping, street furniture, and patios, should be designed and provided on the site to attract pedestrian activity to the front of these buildings. Sites should be designed such that these street-oriented pads serve to screen any large fields of parking from the street. Parking between these smaller buildings and the street will be discouraged.
5. Large commercial blocks should be designed to incorporate wide, tree-lined sidewalks that will allow pedestrians clear, safe, direct and comfortable access through parking lots, from the street to the main entrance of commercial buildings that are located at the rear of the lot. These sidewalks also allow for motorists to walk safely and comfortably from their parked cars to commercial buildings.
6. Car washes, service stations and gas bars should be sited where they do not detract from the pedestrian environment of the street and pedestrian connections from the street to building entrances.
7. Opportunities will be explored for creating central seating areas and private parkette features that enhance the centre's function as a public meeting place.
8. All Shopping Area development should include abundant tree planting, in conformity with the Forest City and City Design policies of this Plan to provide shaded areas for parking, and comfortable pedestrian environments.

APPLICATIONS TO ADD NEW OR EXPAND EXISTING SHOPPING AREA PLACE TYPES

880_ It is not expected that the Shopping Area Place Type will need to be expanded onto additional lands over the life of this Plan. *The London Plan* provides many opportunities for various sizes and configurations of new commercial floor space in a variety of locations. Through the many place types that support commercial uses, there are many opportunities for greenfield development, large-format retail development, mixed-use development, and redevelopment opportunities. Accordingly, applications for new or expanded Shopping Area Place Types will be discouraged. However, applications may be made to add new lands into the Shopping Area Place Type subject to the following policies.

881_ Applications to add to or expand existing Shopping Area Place Types onto additional lands will be evaluated using the Planning and Development Application policies in the Our Tools part of this Plan, in addition to the following:

1. New Shopping Area Place Types will be permitted only at the intersection of two Civic Boulevards or the intersection of a Civic Boulevard and an Urban Thoroughfare.

2. Applications for new or expanded Shopping Area Place Types will be required to clearly demonstrate the need for the proposed new Shopping Area or the proposed expansion onto additional lands, considering all other opportunities for commercial development or redevelopment that have been planned. This will include a review of the opportunities that have been created at appropriate locations in the form of vacant land, vacant space in existing buildings, and expansion, redevelopment and intensification opportunities on existing commercial sites.

3. Applications for new Shopping Area Place Types will be required to demonstrate that the proposed Shopping Area will not undermine or detract from the planned function of an existing Shopping Area or any other place type shown in the City Structure Plan and on Map 1.

4. New or expanded Shopping Areas will not be permitted if they take on a linear configuration, rather than a nodal configuration.

881A_ Applications to expand existing Major Shopping Areas or identify new Major Shopping Areas will be evaluated using the Planning and Development Application policies in the Our Tools part of this Plan, in addition to the following *(OPA 124)*:

1. New Major Shopping Area Place Types will be permitted only at the intersection of two streets classified as Civic Boulevard or Urban Thoroughfare. *(OPA 124)*

2. Applications for new or expanded Major Shopping Area Place Types will be required to clearly demonstrate the need for the proposed new Major Shopping Area or the proposed expansion onto additional lands, considering all other opportunities for commercial development or redevelopment that have been planned. This will include a review of the opportunities that have been created at appropriate locations in the form of vacant land, vacant space in existing buildings, and expansion, redevelopment and intensification opportunities on existing commercial sites. *(OPA 124)*

3. Applications for new Major Shopping Areas will be required to demonstrate that the proposed Major Shopping Area will not undermine or detract from the planned function of an existing Shopping Area or any other place type shown in the City Structure Plan and on Map 1. *(OPA 124)*

4. New or expanded Major Shopping Areas will not be permitted if they take on a linear configuration, rather than a nodal configuration. *(OPA 124)*

5. The projected growth for high density development supports the proposed expansion without detracting from the concentrated urban character of the existing Transit Village Place Types. *(OPA 124)*

6. New Major Shopping Areas will be permitted only within the Built Area Boundary. *(OPA 124)*

7. Applications for new Major Shopping Areas will be supported by an analysis of existing and planned infrastructure to confirm that capacity exists to support the increased level of intensity and does not detract from other strategic growth areas. *(OPA 124)*

PLANNING AND DEVELOPMENT APPLICATIONS

882_ All planning and development applications will be evaluated based on the Planning and Development Applications section in the Our Tools part of this Plan.

883_ Where a secondary plan does not exist for a Shopping Area, the applicant may be required to show, through the use of a concept plan that considers the subject site and surrounding lands, how the proposed development will be coordinated with adjacent lands and not undermine the long-term vision for the Shopping Area.

SPECIFIC POLICIES FOR THE SHOPPING AREA PLACE TYPE

884_ The following policies relate to specific sites or areas within the Shopping Area Place Type. These policies serve to augment the general policies for Shopping Areas. Where there is a conflict between the following policies and the more general Shopping Area Place Type policies, these more specific policies shall prevail. Areas subject to specific policies are shown on Map 7 – Specific Policy Areas.

RIVER BEND WEST FIVE LANDS

885_ In the Shopping Area and Neighbourhoods Place Types and the High Density Residential Overlay (from 1989 Official Plan), the following policies apply to the "West Five" lands bounded by Oxford Street West, Westdel Bourne, Shore Road, and Kains Road.

> VISION

886_ The West Five community will consist of a mixture of uses - office, retail, residential and public spaces. It is to be a model of "smart" community design incorporating significant energy saving and renewable initiatives, to promote a healthy and sustainable lifestyle. Its success will be achieved by establishing unique architecture, aesthetically pleasing public spaces and vistas, and identifiable landmarks and focal points.

> BUILT FORM

887_ West Five will be compact in form, and contain a mix of low-, mid- and high-rise development. There will be transition of building height and mass with the tallest buildings located at the intersection of Oxford Street and Kains Road, and centred on Riverbend Road and The Linkway, gradually transitioning to lower heights to the north. The vision for West Five contemplates a variety of building typologies, including townhouses, apartments, several commercial formats, office buildings and multi-storey mixed use buildings. The scale and orientation of these built form typologies around a modified grid road network reflects a logical and traditional neighbourhood design pattern. Buildings will generally be oriented to the street to create a vibrant pedestrian-oriented atmosphere that supports transit services. Minimum and maximum setbacks, building heights and other regulations may be implemented in the *Zoning By-law* to achieve the desired built form.

> DENSITY

888_ The overall residential density of the entire West Five area will not exceed an approximate density of 65 units per hectare, or a total of 2,000 residential units maximum. The appropriate density of individual developments within the area may be further defined in the *Zoning By-law*.

> SCALE AND FORM OF COMMERCIAL USES

889_ The total retail gross floor area permitted in the West Five Special Policy Area will be 30,000 square metres. Gross floor area permitted for retail uses does not include office uses, commercial recreation establishments, institutions or day care centres. In addition, a maximum of 9,500 square metres of office space will be permitted. Office uses will be encouraged to locate on the upper storeys of buildings or in purpose built office buildings, while retail and service-oriented uses will be encouraged on the ground floor of multi-storey buildings or in live-work forms and oriented to the street to create a pedestrian-oriented environment in a "main street" format.

890_ Larger retail formats will have a campus-oriented form to accommodate required parking; however, these larger stores will be designed to integrate with the "main street" areas and minimize visual impact of large open parking areas and will offer strong pedestrian connections.

> SUSTAINABILITY

891_ West Five is intended to be a showcase of sustainable design and development. The goal is to achieve net zero annual energy usage to the extent feasible through various design considerations. West Five may be developed with alternative/renewable energy solutions such as solar energy, district energy/heating, energy storage systems and other technologies that are or may become available over the span of its development through public and private sector partnerships. Ecologically efficient transportation systems will be integrated where feasible, including electric vehicles and charging facilities. Other sustainability initiatives, including low impact development alternatives for stormwater management such as rainwater capture and reuse for irrigation, bioswales, permeable pavement, etc. may also be encouraged and supported. The City will encourage and facilitate opportunities for partnerships, incentives and funding opportunities that assist in implementing sustainability initiatives, and may consider alternative development standards for streets, utilities and infrastructure.

> URBAN DESIGN

892_ West Five will be developed with a high standard of urban design and architectural design. Creativity and individual architectural expression will be encouraged. The *City of London Placemaking Guidelines* and the Urban Design Guidelines for the River Bend West Five Lands, prepared in accordance with the City Design policies of this Plan, will be used to provide guidance regarding building design, orientation, massing, height, public streets, public spaces, sustainable design, landscaping, and other related design matters.

893_ An emphasis will be placed on achieving an attractive and functional public realm that supports a diverse and vibrant community. The streets, sidewalks and buildings will be designed to collectively create comfortable, cohesive and vibrant public spaces. Private streets within the development will also adhere to the design principles with respect to creating pedestrian friendly, cohesive, comfortable and vibrant spaces. Continuity of the public and private space network within the West Five area and to the broader community will be a priority.

> STREET NETWORK

894_ Riverbend Road and The Linkway will serve as "main streets" and have a strong street-related built edge, wide sidewalks and other design features to support its role. Street design shall maximize on-street parking opportunities. Off street parking requirements in the *Zoning By-law* may be reduced if supported by a parking study to recognize the pedestrian oriented, mixed use nature of the development and the shared parking strategy along with the on street parking supply. Alternative street design standards which minimize right-of-way widths will be considered.

> MIXED USE

895_ The central portion of West Five bounded by Logans Run, Oxford Street West, a line drawn approximately 100 metres south of Shore Road, and a line drawn approximately 200 metres east of Westdel Bourne, represents the "Mixed Use" area. This area provides for a mix of housing and compatible commercial and office uses that support a vibrant, compact, walkable and mixed use neighbourhood. Housing is permitted in live-work form, as well as in mid to high rise apartment form. Buildings may be built as single purpose (e.g. residential apartments or office buildings). Mixed use buildings are encouraged; with commercial uses along the ground floor with residential units or office space located in upper floors. A variety of community-scale, neighbourhood based and convenience-based commercial and personal service uses are permitted. They are intended to accommodate the needs of the surrounding residential neighbourhoods located within convenient walking and/or driving distance. High quality urban design is an important consideration for the successful integration of different uses and is implemented through the urban design policies of the Official Plan, the *Site Plan Control By-law*, the *City of London Placemaking Guidelines*, and the West Five Urban Design Guidelines.

896_ The primary permitted uses shall include low, mid- and high-rise apartment buildings and a broad range of retail, service, office, institutional and community facilities, recreation, entertainment and related activities. Both mixed use and single use buildings shall be permitted. Buildings may be purpose built or designed for future adaptability of use to respond to changing market conditions.

897_ Net density within the Mixed Use area will not exceed 100 units per hectare, on an overall basis for the Mixed Use area. Building heights will typically range from two to twelve storeys. Buildings exceeding twelve storeys may be permitted at key locations such as gateways and focal points so long as they meet the intent of these policies and associated Urban Design Guidelines. *(OPA 78)*

> IMPLEMENTATION

898_ The City will consider appropriate mechanisms to assist in innovation in sustainability. Public/private partnerships will be explored to ensure long-term maintenance with respect to any nonstandard design features in the public realm. Opportunities for public-private partnerships for park and civic spaces will also be encouraged.

898A_ Within the High Density Residential Overlay (from 1989 Official Plan), for the lands at 1970 Logans Run, a maximum density of 250 units per hectare and maximum height of 18 storeys will be permitted on this site.

SUNNINGDALE NORTH

899_ The following policy applies to lands within the Shopping Area Place Type and, where explicitly stated, lands within the adjacent Main Street Place Type, located on the northwest corner of Richmond Street and Sunningdale Road West. These policies are to be read in conjunction with the *Urban Design Guidelines for Upper Richmond Village in Sunningdale North* under the Our Tools part of this Plan.

900_ Within the Shopping Area Place Type and the adjacent Main Street Place Type bounded by Richmond Street, Sunningdale Road West, and Villagewalk Boulevard, a maximum height of up to ten storeys may be permitted. Within this area, retail uses will not exceed 16,000m^2 and individual office uses will be 5,000m^2 or less and will not exceed 10,000m^2 in total floor space for the entire land area.

900A_ Within the Main Street Place Type applied to the lands bounded by Villagewalk Boulevard, Richmond Street, and Sunningdale Road West, a large floor plate commercial building may be permitted.

900B_ Within the Main Street Place Type and High Density Residential Overlay (from 1989 Official Plan) applied to the lands at 30 Villagewalk Boulevard and 100 Villagewalk Boulevard, a maximum building height of 12 storeys and maximum density of up to 300 units per hectare is permitted.

1200 COMMISSIONERS ROAD EAST

901_ In the Shopping Area Place Type at 1200 Commissioners Road East, additional office uses will be permitted up to an additional 2,923m^2, up to a maximum gross floor area (G.F.A.) of 5,000m^2 provided that the additional office uses can be contained within the existing central building of the Pond Mills Square.

3055 DINGMAN DRIVE/ ROXBURGH ROAD AND 4313 WELLINGTON ROAD SOUTH

901A_ In the Shopping Area Place Type at 3055 Dingman Drive/Roxburgh Road & 4313 Wellington Road South, a limited range of light industrial uses including warehousing/distribution and craft brewing may be permitted. *(OPA 94)*

1300 FANSHAWE PARK ROAD EAST

902_ In the Shopping Area Place Type at 1300 Fanshawe Park Road East, an automobile sales and service establishment may also be permitted. The development of an automobile sales and service establishment shall only occur in accordance with the site–specific urban design guidelines specified in the *Zoning By-law*.

1761 WONDERLAND ROAD NORTH

902A_ In the Shopping Area Place Type at 1761 Wonderland Road North, a mixed-use commercial/residential apartment building up to 17 storeys may be permitted. *(OPA 29) (OPA 78)*

755, 785 AND 815 WONDERLAND ROAD SOUTH

902B_ A maximum gross floor area for office uses of 10,000 square metres is permitted with no individual office use exceeding 2,000 square metres.

A maximum height of 12 storeys (36m) is permitted within 145m (475 ft) distance from Wonderland Road South; and 75m (246 ft) from Viscount Road: extending from Wonderland Road South to the South Westmount Mall Entry. *(OPA 100)*

3392 WONDERLAND ROAD SOUTH

902C_ For the lands in the Shopping Area Place Type located at 3392 Wonderland Road South, those "light industrial/employment" uses that do not result in significant noise, vibration and/or dust impacts shall be recognized as permitted uses within the existing building stock. To allow for the evolution and vitality of the existing business park, the eastern portion of the lands within the Neighbourhoods Place Type may evolve with a broader range of commercial uses in conformity with the permitted uses of the Shopping Area Place Type and Wonderland Road Community Enterprise Corridor. *(OPA 117)*

Williams
DINER

Main Street

OUR VISION FOR THE MAIN STREET PLACE TYPE

903_ Main Streets are some of London's most cherished historical business areas that contain a mix of residential and commercial uses that were initially established to serve surrounding neighbourhoods. In new neighbourhoods, main street areas can be planned to create a strong neighbourhood character and distinct sense of place.

904_ Main Streets play a large role in defining our history and our identity as a city. They include many important cultural heritage resources and their preservation is an important part of our goal to conserve our cultural heritage to pass along to future generations. Main Streets are strongly tied to their surrounding communities, but also provide a unique and inviting shopping and leisure experience for all Londoners and out-of-City visitors.

905_ *The London Plan* envisions both the creation of new Main Streets and the regeneration of historic Main Streets throughout our city. The important cultural heritage resources of these streets are to be conserved, while allowing for sensitive repurposing, intensification and infill. These streets will contribute significantly to our image and identity as a city and will support the regeneration and continued vitality of the neighbourhoods that surround them.

ROLE WITHIN THE CITY STRUCTURE

906_ *The London Plan* addresses Main Streets in two different ways:

1. As specific segment policies within the Rapid Transit and Urban Corridors Place Type
    a. Old East Village
    b. Richmond Row
    c. SoHo
2. Within this chapter, as a separate Main Street Place Type
    a. Applewood
    b. Byron
    c. Hamilton Road
    d. Hyde Park
    e. Lambeth
    f. Upper Richmond Village
    g. Wortley Village

HOW WILL WE REALIZE OUR VISION?

907_ We will realize our vision for Main Streets by implementing the following in all the planning we do and the public works we undertake:

1. Recognize that each Main Street is unique.
2. Protect and conserve the significant cultural heritage resources of our historic Main Streets.
3. Allow for appropriate and sensitive infill and intensification within our Main Streets.
4. Work toward the regeneration of Main Streets, utilizing community improvement plan programs.
5. Enhance the character of Main Streets with the public works we undertake.
6. Ensure our Main Streets are well connected with transit services.
7. Allow for appropriate forms of intensification at suitable locations to support the sustainability of our Main Streets.
8. Where appropriate, support the efforts of all organizations that are working to improve Main Streets.
9. In new Main Streets encourage a mix of uses with active ground floor uses and forms.

PERMITTED USES

908_ The following uses may be permitted in the Main Street Place Type:

1. A broad range of residential, retail, service, office and institutional uses may be permitted within the Main Street Place Type.
2. Mixed-use buildings will be encouraged.
3. Retail and service uses will be encouraged at grade, with residential and non-service office uses directed to the rear of buildings and to upper floors.
4. The full range of uses described above will not necessarily be permitted on all sites within the Main Street Place Type. *(OPA 21)*

909_ New drive through facilities may be permitted in the Main Street Place Type where it can be clearly demonstrated that they will not detract from the vision and role of the Place Type and the quality and character of the pedestrian-oriented street environment. Proposals for new drive through facilities will be subject to a zoning by-law amendment and site plan approval, in conformity with the City Design policies of this Plan.

INTENSITY

910_ The following intensity policies will apply within the Main Street Place Type:

1. Buildings in Main Street Place Types will be designed to fit in scale and character with the surrounding streetscape, while allowing for appropriate infill and redevelopment.
2. Buildings in the Main Street Place Types that are in new neighbourhoods will fit in with the planned vision, scale, and character of the area.
3. Large floor plate commercial buildings will not be permitted.
4. Buildings within the Main Street Place Type will be a minimum of either two storeys or eight metres in height and a maximum of eight storeys. *(OPA 124)*
5. Individual buildings will not contain any more than 2,000m^2 of office space.
6. The *Zoning By-law* will include regulations to ensure that the intensity of development is appropriate for individual sites.
7. The full extent of intensity described above will not necessarily be permitted on all sites within the Main Street Place Type. *(OPA 78)*

FORM

911_ The following form policies will apply within the Main Street Place Type:

1. All planning and development applications will conform with the City Design policies of this Plan, any existing heritage conservation district plan, the *Ontario Heritage Act,* and any other applicable guidelines.
2. All new development will be designed to be well integrated with the character and design of the associated Main Street.
3. Design guidelines may be prepared to provide guidance for development, streetscape improvements, and public works for a specific main street.

4. Buildings should be located at or along the front property line in order to create a street wall that sets the context for a comfortable pedestrian environment. Exceptions may be made where guidelines suggest an alternative form of development along a specific main street.

5. All the planning and design that is undertaken in the Main Street Place Type will place a priority on the pedestrian experience through site layout, building location, and a design that reinforces pedestrian comfort and safety.

6. The public realm should be of a highly urban character and pedestrian and cycling amenities should be integrated into all public works undertaken along main streets.

7. Enhanced street tree planting should be incorporated into new development proposals to provide for a comfortable pedestrian environment.

8. Signage should be integrated with the architecture of the buildings, fixed to the building, and its size and application should be appropriate for the character of the area.

9. Surface parking will be located to the rear or interior side yard of a building. Parking facilities will not be located between the building and the street.

APPLICATIONS TO EXPAND THE MAIN STREET PLACE TYPE

912_ Expanding the Main Street Place Types, beyond their current size, could negatively impact a number of important goals for recognizing, infilling and strengthening existing main streets, and will be strongly discouraged. However, in the event that an expansion of a Main Street is proposed, the following criteria will be considered together with all the policies of this Plan:

1. The availability of suitable lands within the existing Main Street to accommodate the types of uses proposed.

2. The potential to undermine the goal of regenerating and enhancing our existing Main Streets so they are compact, fully occupied, and vital business areas.

3. The potential to undermine the planned function of Rapid Transit and Urban Corridors that are in proximity to the proposed the Main Street expansion.

4. The impact of the expansion area on the ability to accommodate a dense, pedestrian-oriented scale of development.

5. The potential for an inappropriate intrusion of the Main Street function into an adjacent residential neighbourhood.

6. An evaluation of the proposed expansion based on the Planning and Development Applications policies in the Our Tools part of this Plan.

PLANNING AND DEVELOPMENT APPLICATIONS

913_ All planning and development applications will be evaluated based on the Planning and Development Applications section in the Our Tools part of this Plan.

SPECIFIC POLICIES FOR THE MAIN STREET PLACE TYPE

914_ The following policies relate to specific sites or areas within the Main Street Place Type. These policies serve to augment the general policies for Main Streets. Where there is a conflict between the following policies and the more general Main Street Place Type policies, these more specific policies shall prevail. Areas subject to specific policies are shown on Map 7 – Specific Policy Areas.

1351 AND 1357 HYDE PARK ROAD

915_ In the Main Street Place Type applied to the lands located at 1351 and 1357 Hyde Park Road, the existing "auto repair garage" use may also be permitted.

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Neighbourhoods

OUR VISION FOR THE NEIGHBOURHOODS PLACE TYPE

916_ In 2035 the Neighbourhoods Place Type will be vibrant, exciting places to live, that help us to connect with one another and give us a sense of community well-being and quality of life. Some of the key elements of our vision for the Neighbourhoods Place Type include:

1. A strong neighbourhood character, sense of place and identity.
2. Attractive streetscapes, buildings, and public spaces.
3. A diversity of housing choices allowing for affordability and giving people the opportunity to remain in their neighbourhoods as they age if they choose to do so.
4. Well-connected neighbourhoods, from place to place within the neighbourhood and to other locations in the city such as the downtown.
5. Lots of safe, comfortable, convenient, and attractive alternatives for mobility.
6. Easy access to daily goods and services within walking distance.
7. Employment opportunities close to where we live.
8. Parks, pathways, and recreational opportunities that strengthen community identity and serve as connectors and gathering places.

ROLE WITHIN THE CITY STRUCTURE

917_ The Neighbourhoods Place Type makes up the vast majority of our City Structure's land area. Our city is the composite of the neighbourhoods that define where we live, work, and play and also defines our city's identity. Each of our neighbourhoods provides a different character and function, giving Londoners abundant choice of affordability, mix, urban vs. suburban character, and access to different employment areas, mobility opportunities, and lifestyles.

HOW WILL WE REALIZE OUR VISION?

918_ We will realize our vision for the Neighbourhoods Place Type by implementing the following in all the planning we do and the public works we undertake:

1. Through the review of all planning and development applications, neighbourhoods will be designed to create and enhance a strong neighbourhood character, sense of place and identity.
2. Neighbourhoods will be planned for diversity and mix and should avoid the broad segregation of different housing types, intensities, and forms.
3. Affordable housing will be planned for, and integrated into, all neighbourhoods.
4. Housing forms will be encouraged that support the development of residential facilities that meet the housing needs of persons requiring special care.
5. Mixed-use and commercial uses will be permitted at appropriate locations within neighbourhoods to meet the daily needs of neighbourhood residents.
6. Live-work opportunities will be planned for at appropriate locations within neighbourhoods.
7. Street networks within neighbourhoods will be designed to be pedestrian, cycling and transit- oriented, giving priority to these forms of mobility.
8. Schools, places of worship and other small-scale community facilities to support all ages will be permitted in appropriate locations within neighbourhoods.
9. Facilities to support neighbourhood urban agricultural systems may be integrated into neighbourhoods.
10. Public parks and recreational facilities will be designed to support a strong sense of identity and place and to serve as a meeting place with appropriate infrastructure to attract and support neighbourhood residents of all ages and demographics.
11. Our public spaces and facilities within neighbourhoods will be designed to be accessible to all populations.
12. Neighbourhoods will be designed to protect the Natural Heritage System, adding to neighbourhood health, identity and sense of place.
13. Intensification will respect existing neighbourhood character and offer a level of certainty, while providing for strategic ways to accommodate development to improve our environment, support local businesses, enhance our physical and social health, and create dynamic, lively, and engaging places to live.

APPROACH FOR PLANNING NEIGHBOURHOODS – USE, INTENSITY AND FORM

919_ The policies and tables within this chapter implement the following basic approach to plan for both new and existing neighbourhoods within the Neighbourhoods Place Type:

1. Unless otherwise identified, the policies of this chapter apply to those lands identified as Neighbourhoods Place Type on Map 1 - Place Types.

2. The range of uses that may be permitted on a property, and the intensity of development that may be allowed, will be related to the classification of street onto which the property has frontage. The Mobility chapter of this Plan and Map 3 show street classifications.

3. In conformity with Tables 10 to 12 properties fronting onto major streets may allow for a broader range of uses and more intense forms of development than those fronting onto minor streets.

4. In conformity with Tables 10 to 12 if a property is located at the intersection of two streets, the range of permitted uses may broaden further and the intensity of development that is permitted may increase.

5. In conformity with Tables 10 to 12 properties fronting onto parks may also be allowed a broader range of uses and greater intensity of development.

6. In general terms, the intent of this approach is to balance neighbourhood stability and predictability with the goals of creating neighbourhoods that allow for different housing types, an appropriate mix of uses, affordability, aging in place, and vibrant, interesting communities.

7. A guideline document for the evaluation of intensification proposals may be prepared and utilized through the planning and development application process. These guidelines are intended to establish a common understanding of what represents positive forms of intensification within various neighbourhood contexts, so that developers can confidently design such projects, individuals and communities can assess and provide important input, and City Council can evaluate the proposals consistently.

INTERPRETATION OF TABLES 10 TO 12

920_ Tables 10 to 12 give important guidance to the permitted uses, intensity, and form of development that may be permitted on lands within the Neighbourhoods Place Type. The following policies provide direction for the interpretation of these tables:

1. For the purposes of Tables 10 to 12 of this Plan, frontage will be defined as the lot line that abuts a street.

2. Tables 10 to 12 specify the broadest range of uses and greatest intensity that may be permitted within the Neighbourhoods Place Type. It must be clear that zoning on individual sites may not allow for the full range of uses or intensity shown in these tables. Zoning by-law amendment applications will be evaluated based on the Planning and Development Application policies in the Our Tools part of this Plan to ensure that the permitted range of uses and intensity of development is appropriate within the context of the neighbourhood.

3. Where more specific policies exist relating to permitted uses and intensity of development for an area or specific site, those more specific policies shall prevail.

4. Where development is being considered at the intersection of two streets of different classifications:

    a. The higher-order street onto which the property has frontage, will be used to establish the permitted uses and intensity of development on Tables 10 to 12.

    b. The development will be oriented toward the higher-order street.

    c. The development will be permitted only if it can be demonstrated, in conformity with the policies of this Plan, that it will be a good fit and will not undermine the character of the lower-order street.

5. Where an intersection exists, the permitted uses and intensity of development on Tables 10 to 12 shall apply only to those properties that have lot lines directly abutting both intersecting streets. With the exception of Neighbourhood Streets, this policy may also be applied where a single street turns at, or close to, right angles. In this case, the single street will be considered as two separate intersecting streets for the purposes of this policy.

6. Where development is being considered on a lot that has frontage on two or more streets of different classifications but is not located at an intersection, such as in existing rear-lotted neighbourhoods:

    a. The lower-order street will generally be used to establish the permitted uses and intensity of development on Tables 10 to 12.

    b. Where land assembly has occurred and the development fulfills all of the development criteria of the Planning and Development Applications section in the Our Tools part of this Plan, the higher-order street may be used to establish the permitted uses and intensity of development on Tables 10 to 12.

    c. When the higher-order street has been used to establish the permitted uses and intensity of development on Tables 10 to 12, the development will be required to complement the existing or planned character of each street onto which it has frontage.

7. A window street is a neighbourhood street or neighbourhood connector that abuts, and is parallel to, a higher-order street such as a Civic Boulevard or Urban Thoroughfare. For the purposes of Tables 10 to 12, where a property fronts onto a window street and is directly across from a higher-order street, it will be considered to have frontage onto the higher-order street. This will apply only to development that is front-oriented to the higher-order street. Where development fronts onto a window street, the higher-order street will be used to determine frontage.

8. For the purposes of Tables 10 to 12, frontage onto park space will be interpreted as follows:

    a. All of the park classifications identified in the Parks and Recreation chapter of this Plan are considered to be parks. However, linear pathways, trails and narrow access points to parks will not qualify as parks for the purposes of Tables 10 to 12.

    b. Lots located across the street will be considered fronting onto the park if a minimum of 50% of the lot's frontage is directly across from the park. If this criterion is met, Tables 10 to 12 will be applied as though the entire property fronts onto a park.

    c. Lots located on the same side of the street will be considered fronting onto the park if they abut the park at the street and can be designed to activate and create positive interaction with the space.

PERMITTED USES

921_ Table 10 - Range of Permitted Uses in Neighbourhoods Place Type, shows the range of permitted uses that may be allowed within the Neighbourhoods Place Type, by street classification. *(OPA 124)*

922_ The full range of uses described in Table 10 will not necessarily be permitted on all sites within the Neighbourhoods Place Type. Such uses will only be permitted in conformity with the policies of this chapter and the Planning and Development Applications section in the Our Tools part of this Plan.

923_ Area-specific neighbourhood policies or guidelines may be prepared to give more specific direction for certain neighbourhoods within the city.

924_ It is a goal of this Plan to achieve an appropriate range of retail, service and office uses within the Neighbourhoods Place Type.

925_ Mixed-use buildings identified on Table 10 must include a residential use and may also include appropriately-sized retail, service or office uses on the ground floor. Mixed-use buildings may include purpose-designed buildings or converted buildings.

926_ Service uses identified on Table 10 may include neighbourhood-oriented services such as, but not limited to, personal services, restaurants, small-scale recreational uses, and public services.

927_ Bed and breakfast uses may be permitted anywhere within the Neighbourhoods Place Type, where sufficient parking is available, where they are deemed to be compatible and a good fit within the surrounding neighbourhood, and subject to the Planning and Development Applications section in the Our Tools part of this Plan.

928_ In conformity with Table 10, a dwelling unit may be used for the purpose of a home occupation provided that the home occupation is a business activity which is clearly ancillary to the residential use of the property, is carried on entirely within the dwelling unit by a resident of the dwelling unit, and does not generate any noise, odour, traffic or visual impacts that may have an adverse effect on adjacent properties or dwelling units.

929_ The *Zoning By-law* will contain regulations to limit the kinds of activities to be allowed as home occupations, according to dwelling type, and will establish regulations regarding matters such as scale of use, parking facilities, exterior storage or display of goods, signage, and other matters that impact the fit of home occupation uses within a neighbourhood.

930_ Community facilities that are normally associated with, and integral to, a residential environment, may be permitted at appropriate locations as shown in Table 10. Where they are determined to be appropriate subject to the Planning and Development Applications section in the Our Tools part of this Plan, the

following community facilities may be permitted: places of worship; day care centres; branch libraries; schools; community centres; public parks; and public recreation facilities; and similar community-oriented facilities. Zoning on individual sites may not allow for the full range of permitted uses. Community facilities will be directed to locations that are easily accessible and where they can help establish and enhance the character of a neighbourhood.

931_ Office conversions are defined as the conversion of all or a portion of a residential building to office uses. Office conversions, retaining one or more residential units, may be permitted where mixed-use buildings are allowed in conformity with Table 10, or without a residential unit where stand-alone offices are permitted. Office conversions may also be permitted subject to the Specific Policies for the Neighbourhoods Place Type section of this chapter.

932_ New drive through facilities may be permitted in the Neighbourhoods Place Type where it can be clearly demonstrated that they will not detract from the vision and role of the Place Type and the quality and character of the pedestrian-oriented street environment. Proposals for new drive through facilities will be subject to a zoning by-law amendment and site plan approval in conformity with the City Design policies of this Plan. Drive through facilities may be permitted only on properties located at the intersection of streets classified as either Civic Boulevard and/or Urban Thoroughfare.

933_ Group homes, as defined in the Glossary of this Plan, may be permitted within the Neighbourhoods Place Type as shown in Table 10.

934_ Subject to a zoning by-law amendment, supervised correctional residences, as defined in the Glossary of this Plan, may be permitted in appropriate locations within the Neighbourhoods Place Type as shown in Table 10.

INTENSITY

935_ The following intensity policies will apply within the Neighbourhoods Place Type:

1. Table 11 - Range of Permitted Heights in Neighbourhoods Place Type, provides the range of permitted heights in the Neighbourhoods Place Type , based on street classification.

TABLE 10 - RANGE OF PERMITTED USES IN NEIGHBOURHOODS PLACE TYPE *(OPA 124)*

Street onto which the property has frontage	Range of primary permitted uses	Additional permitted uses at intersections conditional on classification of intersecting street			Additional permitted uses
		Neighbourhood Street	Neighbourhood Connector	Civic Boulevard and Urban Thoroughfare	Fronting onto Park
Neighbourhood Street	• Single detached • Semi-detached • Multiplex up to 4 units • Converted dwellings • Townhouses • Additional residential units • Home occupations • Group homes	N/A	N/A	N/A	N/A
Neighbourhood Connector	As per Neighbourhood Street plus: • Small-scale community facilities • Stacked townhouse Only in Primary Transit Area: • Apartments	N/A	• Mixed-use buildings • Stacked townhouses • Apartments	• Mixed-use buildings • Stacked townhouses • Apartments	• Mixed-use buildings • Stacked townhouses • Apartments
Civic Boulevard and Urban Thoroughfare	As per Neighbourhood Connector plus: • Stacked townhouses • Apartments • Emergency care establishments • Rooming houses • Supervised correctional residences	N/A	• Mixed-use buildings	• Mixed-use buildings • Stand-alone retail, service, office	N/A

Note 1 - The full range of uses shown in this table will not necessarily be permitted on all sites within the Neighbourhoods Place Type *(OPA 124)*

Note 2 - Where more specific policies exist in this Plan relating to permitted uses for an area or specific site, these more specific policies shall prevail, readers should consult all the policies of this chapter, Map 7 which shows specific policy areas, and the Secondary Plans part of this Plan to identify applicable specific policies. *(OPA 124)*

2. Floor area limits for retail, services and offices uses are shown on Table 12 - Retail, Service and Office Floor Area Permitted in Neighbourhoods Place Type.

3. Zoning will be applied to ensure an intensity of development that is appropriate to the neighbourhood context, utilizing regulations for such things as height, density, gross floor area, coverage, frontage, minimum parking, setback, and landscaped open space.

4. The full extent of intensity described above and shown on Table 11 will not necessarily be permitted on all sites within the Neighbourhoods Place Type.

5. Specific Policies for the Neighbourhoods Place Type , at the end of this chapter, may not permit the full range of intensity.

FORM

936_ The following form policies will apply within the Neighbourhoods Place Type:

1. All planning and development applications will conform with the City Design policies of this Plan.

2. New neighbourhoods, or parts thereof, should be designed to avoid rear lotting and to avoid noise walls that are required to protect amenity areas as defined by provincial guidelines. The Our Tools part of this Plan includes noise wall policies that provide greater detail.

3. Non-residential uses may be permitted only when it is demonstrated that the proposed form of development can fit well within the context of the residential neighbourhood.

4. With the exception of properties located on Civic Boulevards or Urban Thoroughfares, large amounts of on-site parking will not be permitted on properties within the Neighbourhoods Place Type to accommodate the parking requirements of mixed-use buildings. Front yard parking will not be permitted on properties fronting a Neighbourhood Street or Neighbourhood Connector. The City Design policies of this Plan will provide direction for parking for other locations within the Neighbourhoods Place Type. On-street parking may be permitted to address parking requirements where it is demonstrated that there is capacity for such parking and it is appropriate and permitted.

5. Rural-Urban Interface policies, identified in the Our City part of this Plan, will be addressed through the evaluation of plans for new neighbourhoods. *(OPA 78)*

RESIDENTIAL INTENSIFICATION IN NEIGHBOURHOODS

937_ Residential intensification is fundamentally important to achieve the vision and key directions of The London Plan. Intensification within existing neighbourhoods will be encouraged to help realize our vision for aging in place, diversity of built form, affordability, vibrancy, and the effective use of land in neighbourhoods. Such intensification should add value to neighbourhoods by adding to their planned and existing character, quality and sustainability. The following policies are intended to support infill and intensification, while ensuring that proposals are appropriate within their neighbourhoods.

TABLE 11 - RANGE OF PERMITTED HEIGHTS IN NEIGHBOURHOODS PLACE TYPE *(OPA 124)*

Street onto which property has frontage	Minimum and maximum height (storeys) that may be permitted along this classification of street (Base condition)	Minimum and maximum height (storeys) that may be permittedconditional upon classification of intersecting street			Minimum and maximum height (storeys) that may be permitted conditional upon fronting onto park
		Neighbourhood Street	Neighbourhood Connector	Civic Boulevard and Urban Thoroughfare	Fronting onto Park
Neighbourhood Street	Min. 1 Max. 3	Same as base	Same as base	Same as base	Same as base
Neighbourhood Connector	Min. 1 Max. 3 Max. 4 in Primary Transit Area	Same as base	Min. 2 Max. 4 Max. 6 in Primary Transit Area	Min. 2 Max. 6 Max. 8 in Primary Transit Area	Min. 2 Max. 4
Civic Boulevard and Urban Thoroughfare	Min. 2 Max. 6 Max. 8 in Primary Transit Area	Same as base	Same as base	Min. 2 Max. 10	Same as base

Note 1 - The heights shown in this table will not necessarily be permitted on all sites within the Neighbourhoods Place Type. *(OPA 124)*

Note 2 - Where more specific policies exist in this Plan relating to height for an area or specific site, these more specific policies shall prevail; readers should consult all the policies of this chapter, Map 7 which shows specific policy areas and Secondary Plans to identify applicable specific policies.The heights shown in this table will not necessarily be permitted on all sites within the Neighbourhoods Place Type. *(OPA 124)*

TABLE 12 - RETAIL, SERVICE AND OFFICE FLOOR AREA PERMITTED IN NEIGHBOURHOODS PLACE TYPE

Street onto which property has frontage	Maximum floor area that may be permitted along this classification of street	Maximum floor area that may be permitted conditional upon classification of intersecting street				Maximum floor area that may be permitted conditional upon fronting onto park
		Neighbourhood Street	Neighbourhood Connector	Civic Boulevard	Urban Thoroughfare	Fronting onto Park
Neighbourhood Street	N/A	N/A	N/A	N/A	N/A	N/A
Neighbourhood Connector	N/A	N/A	Total at intersection: 200m^2	Total at intersection: 200m^2	Total at intersection: 200m^2	200m^2
Civic Boulevard	N/A	N/A	Total at intersection: 200m^2	Total at intersection: 2,000m^2	Total at intersection: 2,000m^2	N/A
Urban Thoroughfare	N/A	N/A	Total at intersection: 200m^2	Total at intersection: 2,000m^2	Total at intersection: 2,000m^2	N/A

Note 1 - The full range of intensity shown in this table will not necessarily be permitted on all sites within the Neighbourhoods Place Type
Note 2 - Where more specific policies exist in this Plan relating to intensity for an area or specific site, these more specific policies shall prevail; readers should consult all the policies of this chapter, Map 7 which shows specific policy areas, and the Secondary Plans part of this Plan to identify applicable specific policies

FORMS OF RESIDENTIAL INTENSIFICATION

938_ Residential intensification means the development of a property, site, or area at a higher residential density than currently exists. Intensification adds one or more residential units to a site, or creates one or more additional lots from an existing lot. The following policies relate to intensification on those lands that are within the Neighbourhoods Place Type.

939_ This Plan creates a variety of opportunities for intensification. The following list spans from a very "light" and discreet form of intensification to more visible and obvious forms. All are important to realize our goals of purposeful, sensitive, and compatible intensification within our neighbourhoods:

1. Additional Residential Units – self-contained residential units with kitchen and bathroom facilities within dwellings or within accessory structures as defined in the Additional Residential Unit section of this chapter.
2. Converted dwellings – the conversion of an existing residential dwelling to accommodate two or more dwelling units, without making substantive changes to the exterior of the building.
3. Adaptive re-use of non-residential buildings, to accommodate new residential dwelling units.
4. Lot creation – severing one lot into two or more lots.
5. Infill development – developing one or more new residential units on vacant or underutilized lots, or adding residential units through additions to existing buildings.
6. Redevelopment – the removal of existing buildings in favour of one or more new buildings that house a greater number of dwelling units than what currently exists. *(OPA 31)*

940_ It is an important strategy of this Plan to support all of these forms of intensification, while ensuring that they are appropriately located and fit well within their neighbourhood.

ADDITIONAL RESIDENTIAL UNITS

941_ For the purposes of this Plan, additional residential units are defined as a dwelling unit permitted in addition to the primary dwelling unit, in which food preparation, eating, living, sleeping and sanitary facilities are provided for the exclusive use of the occupants thereof. *(OPA 31) (OPA 81)*

942_ Additional Residential Units are permitted as-of-right within single detached dwellings, semi-detached dwellings, street townhouse dwellings, duplex dwellings, triplex dwellings, or converted dwellings where all of the following criteria are met: *(OPA 98)*

1. A maximum of three additional residential units are permitted, which may include a maximum of two additional units in an accessory building. *(OPA 88) (OPA 98)*

2. Additional residential units must be located on the same lot as the primary dwelling unit.

3. Additional residential units shall be required to be licensed pursuant to the Residential Rental Unit Licensing By-law.

4. Additional residential units shall comply with all regulations of the associated zone.

5. Any exterior alterations to accommodate an additional residential unit within a Heritage Conservation District must have consideration and regard for the policies of the Heritage Conservation District Plan and/or Guidelines. Heritage Alteration Permit approval may be required for alterations to designated properties, including properties located in a Heritage Conservation District.

6. Any zoning amendments or variances to provide for parking in excess of the minimum parking required for the primary dwelling unit, including any request for boulevard parking, front yard parking or changes to landscaped open space regulations to support parking for additional residential units, shall be discouraged. A new additional driveway is not permitted to provide for the additional residential units.

7. Minor variances to permit front yard parking shall not be supported where the proposed new development, expanded development, or modification to an existing development eliminates parking that is in a location that conforms to the Zoning By-law.

8. Additional residential units may be permitted within a legally established accessory building that:

    a. Is located on the same lot as the primary dwelling unit.

    b. Is located in the rear yard.

    c. Cannot be severed.

    d. Is on full municipal services.

    e. Maintains the neighbourhood character. *(OPA 98)*

    f. Meets the requirements of the zone which apply to accessory buildings. *(OPA 31) (OPA 81) (OPA 98)*

CONVERTED DWELLINGS

943_ Converted dwellings may be permitted in appropriate locations within the Neighbourhoods Place Type. The *Zoning By-law* will limit the number of units that may be contained in a converted dwelling and may also limit additions to the building.

944_ Planning and development applications to allow for converted dwellings will be reviewed based on the Planning and Development Applications section in the Our Tools part of this Plan. Through this review, the number of units proposed in the converted dwelling will be evaluated to ensure that this intensity is appropriate in its neighbourhood context and given the size of the lot. The existing building will not be substantively altered or added to, and the site will be capable of accommodating the additional use.

945_ *Policy Deleted*

ADAPTIVE RE-USE OF NON-RESIDENTIAL BUILDINGS

946_ The conversion of non-residential buildings to residential use may be permitted in appropriate locations anywhere within the Neighbourhoods Place Type. Table 11, showing maximum heights, will not apply to existing buildings, but will apply to all building additions. Planning and development applications to allow for the adaptive re-use of non-residential buildings will be reviewed based on the Planning and Development Applications section in the Our Tools part of this Plan.

LOT CREATION

947_ These policies relate only to lot creation on vacant or underutilized sites in established neighbourhoods, and will not include blocks of land that have been established in plans of subdivision registered after July 2, 1996. Consents to sever lots will conform with the consent policies in the Our Tools part of this Plan. If conceptual site and elevation plans exist at the time of the consent application, these plans will be evaluated based on the policies of this Plan and if deemed appropriate may be included as a condition of the consent approval to be addressed through the building permit stage. If plans are not available at the time of consent, the approval authority may establish a condition to require that future development on the severed and retained properties will be subject to site plan approval. A condition for a public site plan meeting may also be required at the discretion of the approval authority.

948_ The creation of rear-lot development (flag-shaped lots) will be discouraged in the Neighbourhoods Place Type unless the intensification policies in this Plan are met and the following urban design considerations are addressed:

1. Access to the new property will be wide enough to provide:
    a. Separate pedestrian/vehicular access.
    b. Sufficient space beside the driveways for landscaping and fencing to buffer the adjacent properties.
    c. Adequate space at the street curb for garbage and blue box pickup.
    d. Snow storage for the clearing of these driveways.
2. In laying out a rear-lot development project, care should be taken to avoid creating front to back relationships between existing and proposed dwelling units. To support a reasonable level of privacy and compatibility, the front doors of the new units should avoid facing onto the rear yards of existing homes.
3. Where existing dwellings fronting onto the street are not incorporated into the infill project, adequate land should be retained in the rear yard of these dwellings to provide:
    a. Appropriate outdoor amenity space.
    b. Adequate separation distance between the existing dwellings and the habitable areas of the infill project.
    c. Sufficient space for landscaping in the rear yards for visual separation if required.
    d. Parking and vehicular access for the existing dwellings, so as not to introduce parking into the front yards of the existing dwellings.

SITE PLAN APPROVAL FOR INTENSIFICATION PROPOSALS

949_ Residential intensification proposals will require site plan approval, except for the creation of additional residential units within existing structures, and converted dwelling units. *(OPA 31)*

950_ The *Site Plan Control By-law* shall include provisions to implement these policies.

> SCOPED SITE PLAN APPROVAL PROCESS

951_ The standard site plan approval process shall apply to intensification projects that will result in three or more residential units. However, for intensification proposals that will result in less than three residential units, and for additional residential units in accessory structures that are subject to site plan approval, a scoped site plan approval process may apply as follows: *(OPA 47) (OPA 78)*

> PUBLIC SITE PLAN APPROVAL PROCESS

952_ Where a site plan approval is required in accordance with this Plan and any applicable by-laws, a public site plan approval process should be required for intensification proposals where a proposal has not been the subject of another planning application process, such as a zoning by-law amendment, minor variance, consent or heritage alteration permit application process, or where City Council has directed that a public site plan approval process be undertaken.

ADDITIONAL URBAN DESIGN CONSIDERATIONS FOR RESIDENTIAL INTENSIFICATION

953_ The City Design policies of this Plan will apply to all intensification proposals. In addition, the following design policies will apply:

1. A Planning and Design Report, as described in the Our Tools part of this Plan, shall be submitted for all intensification proposals. This report will clearly demonstrate that the proposed intensification project is sensitive to, compatible with, and fit within the existing and planned neighbourhood context.
2. Compatibility and fit, from a form perspective, will be evaluated based on such matters as:

a. Site layout within the context of the surrounding neighbourhood, considering such things as access points, driveways, landscaping, amenity areas, building location, and parking.

b. Building and main entrance orientation.

c. Building line and setback from the street.

d. Character and features of the neighbourhood.

e. Height transitions with adjacent development.

f. Massing appropriate to the scale of the surrounding neighbourhood.

3. The intensity of the proposed development will be appropriate for the size of the lot such that it can accommodate such things as driveways, adequate parking in appropriate locations, landscaped open space, outdoor residential amenity area, adequate buffering and setbacks, and garbage storage areas.

HIGH DENSITY RESIDENTIAL OVERLAY (FROM 1989 OFFICIAL PLAN)

954_ High-rise apartment buildings play a significant role in supporting the fundamental goal of linking our land use plans to our mobility plans. This type of development generates significant densities which can create a high demand for transit services. Directing these uses to the Downtown, Transit Village, and Rapid Transit Corridor Place Types is a key strategy to create the context for a viable and cost-efficient transit system.

955_ While recognizing this strategy moving forward, *The London Plan* also recognizes High Density Residential areas that were designated in the previous Official Plan. Map 2 identifies these lands as High Density Residential Overlay (from 1989 Official Plan). Map 2 is an overlay that permits high-rise buildings, in addition to the policies of the underlying Urban Place Types identified in Map 1.

956_ *Policy Deleted*

957_ *Policy Deleted*

958_ Notwithstanding the height and intensity policies of the underlying place type, the following overlay policies may be applied:

1. Inside the Primary Transit Area, residential development may be permitted up to 14 storeys in height within the High Density Residential Overlay (from 1989 Official Plan).

2. Outside the Primary Transit Area residential development may be permitted up to 12 storeys in height and at a density of up to 150 units per hectare on lands within the High Density Residential Overlay (from 1989 Official Plan).

3. Large areas within the High Density Residential Overlay (from 1989 Official Plan), capable of accommodating multiple buildings, should include a diversity of housing forms such as mid-rise and low-rise apartments and multiple attached dwellings.

4. *Policy Deleted*

5. Zoning may not allow for the full range of height and density identified in these policies. Existing buildings with heights and/or densities exceeding the heights and/or densities permitted in this policy may continue to be permitted.

6. Where Specific Policies are established for lands within the High Density Residential Overlay (from 1989 Official Plan), and there is a conflict between those policies and the parent High Density Residential Overlay (from 1989 Official Plan) policies, the Specific Policies shall prevail.

7. New or expanded High Density Residential Overlay (from 1989 Official Plan) designations will not be permitted.

959_ *Policy Deleted*

PLANNING AND DEVELOPMENT APPLICATIONS

960_ All planning and development applications will be evaluated based on the Planning and Development Applications section in the Our Tools part of this Plan.

SPECIFIC POLICIES FOR THE NEIGHBOURHOODS PLACE TYPE

961_ The following policies relate to specific sites or areas within the Neighbourhoods Place Type. These policies serve to augment the general policies for Neighbourhoods. Where there is a conflict between the following policies and the more general Neighbourhoods Place Type policies, these more specific policies shall prevail. Areas subject to specific policies are shown on Map 7 – Specific Policy Areas.

MUD CREEK AREA

961A_ In the Neighbourhoods Place Type for the lands within the Mud Creek Area generally bounded by Oxford Street West to the south, Proudfoot Lane to the west, the CP rail line to the north and Cherryhill Boulevard to the east, no development shall occur within the lands regulated by the Conservation Authority prior to the completion of creek channel and stormwater works until such time as the creek channel and stormwater works have been completed in accordance with the recommendations of the accepted environmental assessment for the lands, and the as-built drawings have been accepted by the Conservation Authority having jurisdiction. For greater certainty, any Zoning By-law amendment approved prior to the works being completed shall contain a Holding Provision which requires the creek channel and stormwater works to be completed prior to any development occurring.

NEAR-CAMPUS NEIGHBOURHOOD

> DEFINITION

962_ The following policies apply to lands within Near-Campus Neighbourhoods as identified on Map 7 – Specific Policy Areas. These neighbourhoods are located within proximity to Western University and Fanshawe College. These policies will augment the applicable place type policies and the Our Tools part of this Plan.

> VISION FOR NEAR-CAMPUS NEIGHBOURHOODS

963_ Near-Campus Neighbourhoods are extremely valuable city neighbourhoods. They provide places to live for residents who enjoy the neighbourhoods' unique attributes. These desirable neighbourhoods offer an outstanding stock of heritage buildings and streetscapes. In addition, they provide close proximity to the employment, culture, and entertainment resources that their neighbouring educational institutions offer.

964_ Near-Campus Neighbourhoods will be planned to enhance their livability, diversity, vibrancy, culture, sense of place, and quality of housing options for all residents.

> PLANNING GOALS FOR NEAR-CAMPUS NEIGHBOURHOODS

965_ The following planning goals will be pursued in Near-Campus Neighbourhoods in an effort to support the Vision for Near-Campus Neighbourhoods. All planning and development applications will be reviewed to evaluate the degree to which they meet these goals:

1. Plan for residential intensification in a proactive, coordinated and comprehensive fashion, utilizing secondary plans and master plans where appropriate.
2. Identify strategic locations where residential intensification is appropriate within Near-Campus Neighbourhoods and zone these opportunities accordingly; use strong transit connections to link these residential intensification opportunities to campuses.

3. Do not allow for incremental changes in use, density, intensity, and lot size through zoning amendments, minor variances and consents to sever that cumulatively lead to undesirable changes in the character and amenity of streetscapes and neighbourhoods.

4. Encourage appropriate forms of intensification that support the vision for Near-Campus Neighbourhoods and discourage forms of intensification that may undermine the long-term vision for Near-Campus Neighbourhoods.

5. In the pursuit of balanced neighbourhoods, recognize areas that have already absorbed significant amounts of residential intensification and residential intensity and direct proposals for additional intensification away from such areas.

6. Encourage a balanced mix of residential structure types at the appropriate locations while preserving stable residential areas.

7. Encourage residential intensification in mid-rise and high-rise forms of development and discourage a concentration of residential intensification and residential intensity in low-rise forms of housing.

8. Direct residential intensification to significant transportation nodes and corridors and away from the interior of neighbourhoods.

9. Utilize zoning and other planning tools to allow for residential intensification and residential intensity which is appropriate in form, size, scale, mass, density, and intensity.

10. Ensure that residential intensification projects incorporate urban design qualities that enhance streetscapes, complement adjacent properties, and contribute to the character and functional and aesthetic quality of the neighbourhood.

11. Conserve heritage resources in ways that contribute to the identity of streetscapes and neighbourhoods, in compliance with the Cultural Heritage chapter of this Plan.

12. Encourage affordable housing opportunities.

13. Ensure intensification is located and designed to respect the residential amenity of nearby properties.

> DEFINITION OF RESIDENTIAL INTENSITY

966_ Residential intensification is defined within the Neighbourhoods Place Type policies of this Plan, and in general refers to an increase in the number of dwelling units on a site. Residential intensity is a different type of intensification and refers to the increase in the usability of an existing dwelling, building, or site to accommodate additional occupancy. It includes, but is not limited to, building construction or additions, increasing the number of bedrooms in a building, and expanding parking areas, but does not include the development of a property, site, or area at a higher density than currently exists.

> INTENSIFICATION AND INCREASES IN RESIDENTIAL INTENSITY IN NEAR-CAMPUS NEIGHBOURHOODS

967_ Near-Campus Neighbourhoods have been planned with substantial opportunities for intensification. Most intensification in Near-Campus Neighbourhoods will be directed to place types that are intended to allow for mid-rise and high-rise residential development. These include the Transit Village, Rapid Transit Corridor, Urban Corridor, and Shopping Area Place Types. Intensification may also occur in some locations within the Neighbourhoods Place Type where it is permitted in Tables 10 to 12 and meets the Near-Campus Neighbourhoods policies of this Plan. Intensification is also permitted on lands that are within the High Density Residential Overlay (from 1989 Official Plan).

> INTENSIFICATION AND INCREASES IN RESIDENTIAL INTENSITY IN THE NEIGHBOURHOODS PLACE TYPE WITHIN NEAR-CAMPUS NEIGHBOURHOODS

968_ Residential intensification or an increase in residential intensity, as defined in these policies, may be permitted in the Neighbourhoods Place Type within Near-Campus Neighbourhoods only where it has been demonstrated that all of the criteria listed below have been met.

1. The proposed development is in conformity with the vision and planning goals for Near-Campus Neighbourhoods.

2. The proposed development is consistent with Tables 10 to 12 in the Neighbourhoods Place Type.

3. The development conforms to the Residential Intensification policies of this Plan, where those policies do not conflict with Near-Campus Neighbourhoods Policies.

4. The development conforms to any relevant Specific Policies of this chapter.

5. The development provides for an adequate amenity area that is appropriately shaped, configured, and located.

6. Mitigation measures are incorporated into the proposed building(s) and site design which ensure that the amenity of surrounding residential land uses is not negatively impacted.

7. Significant heritage resources are protected and conserved where appropriate and necessary according to the Cultural Heritage policies of this Plan.

8. The proposal establishes a positive and appropriate example for similar locations within the Near-Campus Neighbourhoods areas.

969_ For lands in the Neighbourhoods Place Type that are located within Near-Campus Neighbourhoods, the following forms of intensification and increased residential intensity will not be permitted:

1. Development proposals that are inconsistent with the uses and intensity shown in Tables 10 to 12 of this Plan.
2. Developments within neighbourhoods that have already absorbed significant amounts of residential intensification and/or residential intensity and are experiencing cumulative impacts that undermine the vision and planning goals for Near-Campus Neighbourhoods.
3. Residential intensity that is too great for the structure type that is proposed.
4. Proposed lots and buildings requiring multiple variances that, cumulatively, are not in keeping with the spirit and intent of the zoning that has been applied.
5. Inadequately sized lots that do not reasonably accommodate the use, intensity or form of the proposed use due to such issues as:
    a. A lack of on-site amenity area.
    b. Inadequate parking areas to accommodate the expected level of residential intensity.
    c. Excessive proportions of the site devoted to parking areas and driveways.
6. Built forms that are not consistent in scale and character with the neighbourhood, streetscape and surrounding buildings.
7. Developments that continue an ad-hoc and incremental trend toward residential intensification within a given street, block, or neighbourhood, rather than a proactive, coordinated, and planned approach toward residential intensification.
8. Converted Dwellings that do not reasonably accommodate the increased intensity of the proposed use due to issues such as:
    a. A lack of on-site amenity area.
    b. Inadequate parking areas to meet required number of spaces.
    c. Relationship to adjacent residential properties that is not consistent with the prevailing neighbourhood form or character.

970_ Zoning Regulations will be utilized in the Neighbourhoods Place Type within Near-Campus Neighbourhoods to encourage appropriate residential intensification and intensity that is consistent with the vision, goals, and other policies for Near-Campus Neighbourhoods. Such regulations may include floor area ratios, maximum gross floor area, maximum number of bedrooms per unit by structure type, maximum parking area coverage, minimum landscaped and open space areas, and other regulations as determined by the City.

> CONSENTS TO SEVER IN NEAR-CAMPUS NEIGHBOURHOODS

971_ In the review of applications for consents to sever, it will be recognized that in some Near-Campus Neighbourhoods, Council has established specific zoning regulations that are not intended to support a continuation of the prevailing lot fabric that has been established over time. In these cases, Council has recognized that the area has already absorbed significant residential intensification or residential intensity and has established a zone that is intended to curtail lot creation below an estimated minimum lot size. This minimum lot size may be larger than the prevailing lot fabric in the area. In Near-Campus Neighbourhoods, applications for consents to sever will be evaluated based on the following:

1. The consent will not undermine the intent of the *Zoning By-law* where Council has applied a zone that is intended to establish a new standard for lot sizes in the neighbourhood, which may be larger than the prevailing lot fabric that has been established over time in that neighbourhood.
2. The conveyed and retained parcels will be required to function independently without the use of easements or shared facilities such as, but not limited to, mutual driveways or parking areas.

3. The consent will be consistent with, or assist with the implementation of, the vision and planning goals for Near-Campus Neighbourhoods.

4. The proposed consent is consistent with the Lot Creation policies of the Neighbourhoods Place Type.

> MINOR VARIANCES IN NEAR-CAMPUS NEIGHBOURHOODS

972_ The *Planning Act* identifies four tests when determining the appropriateness of a request for a minor variance. One of these four tests is whether the general intent and purpose of the official plan is maintained. The following policies are intended to provide guidance for minor variance applications in Near-Campus Neighbourhoods as part of the consideration of this test.

973_ The following criteria will be considered for minor variance applications in Near-Campus Neighbourhoods:

1. The requested variance(s) will not undermine the intent of the *Zoning By-law* where Council has applied a zone that established additional regulations or a new standard in the neighbourhood that may be different than that of the prevailing development in the area.

2. The requested variance(s) will not lead to intensification that is not consistent with the policies for intensification and intensity in Near-Campus Neighbourhoods.

3. The requested variance(s) will not result in an increase in residential intensity where the proposed new development, expanded development, or modified development can reasonably meet the regulations of the *Zoning By-law* through a reconfiguration of the development proposal.

4. Where a street, block, or neighbourhood in the Neighbourhoods Place Type has already absorbed substantial residential intensification, a minor variance to accommodate a proposed consent to sever will be discouraged.

5. Site-specific minor variance applications to accommodate an increase in residential intensity on lands that are not unique within their context and do not have any special attributes which would warrant a site-specific minor variance will not be supported.

6. Minor variances to permit front yard parking will be discouraged where the proposed new development, expanded development or modification to an existing development eliminates existing parking that is in a location which conforms to the *Zoning By-law*.

> CAMPUS LANDS ADJACENT TO THE COMMUNITY

974_ At appropriate locations on the periphery of campus lands, where these lands are adjacent to Near-Campus Neighbourhoods, the University and Colleges will be encouraged to develop parks, urban parks, plazas, squares, forecourts, and other gathering areas where members of the community and the educational institutions can congregate and interact.

975_ *Policy Deleted*

976_ *Policy Deleted*

977_ *Policy Deleted*

978_ *Policy Deleted*

979_ *Policy Deleted*

980_ *Policy Deleted*

981_ *Policy Deleted*

982_ *Policy Deleted*

983_ *Policy Deleted*

984_ *Policy Deleted*

985_ *Policy Deleted*

986_ *Policy Deleted*

BOSTWICK EAST

987_ The following policy applies to lands bounded by Southdale Road West, on the north, Wonderland Road South, on the west, and Wharncliffe Road South, on the east.

988_ Consideration shall be given to alternative development standards, where urban design guidelines have been approved by City Council, and associated zoning regulations for small groupings of multiple-attached dwellings, such as street townhouses, and mix of residential dwelling types along Neighbourhood Street and Neighbourhood Connector frontages provided on-street parking and other zoning requirements are achieved. The intent is to achieve a mix of residential uses along the streetscape. Consideration will be given to incorporating gateway street amenities, such as street furnishings, vegetation and landscaping, benches, cycling paths, signs and banners where possible. *(OPA 78)*

989_ *Policy Deleted*

990_ Alternative development standards and regulations may include, but are not limited to: neighbourhood parkettes, urban design through innovative treatment of building façades, and reduced front yard setbacks to bring building façades closer to the street. Zoning on individual sites may not allow for the full range of permitted uses.

991_ In the Neighbourhoods Place Type, applied to the lands located at 3030 Singleton Avenue, a maximum building height of eight storeys will be permitted provided the development is designated and occupied for senior citizens' housing.

992_ Applicants for (re)development approvals for lands along Wharncliffe Road South will be required to submit an access management plan for their development to justify the location of their access arrangement(s) and taking into consideration surrounding lands on both sides of Wharncliffe Road South as part of the review. The approved recommendations of the access management plan shall be incorporated into the subdivision and development agreements, where applicable.

993_ For the approximately 7.7 ha of land located on the south side of Southdale Road West and west of Wharncliffe Road South, municipally known as 99 Southdale Road West, the owner shall dedicate to the City and the City shall acquire from the owner a public parkland dedication of 0.72 ha of land in the Green Space Place Type. Should the City desire to acquire additional land from the owner for open space or park purposes, City Council may acquire such additional lands by purchase, expropriation, or donation pursuant to the Our Tools part of this Plan.

NORTH TALBOT COMMUNITY

994_ The following policy applies to lands bounded by Southdale Road to the north, Bostwick Road to the east, Pack Road to the south and Colonel Talbot Road to the west.

995_ Within this area, lands located around the east focal point, may include mixed-use areas consisting of residential/commercial development in the form of small-scale, pedestrian-oriented neighbourhood-serving commercial uses and small-scale office buildings located as community focal points within the larger area. Small groupings of low-rise apartments may surround the mixed-use areas in conformity with the density and height limitations as follows:

1. Normally heights will not exceed four storeys. In some instances, heights may be permitted to exceed this limit, if determined through a planning and development process to be appropriate subject to a site-specific zoning by-law amendment and/or the Our Tools part of this Plan.

2. Residential development will not exceed an approximate net density of 75 units per hectare. Exceptions to the density limit may be made without amendment to this Plan for developments which are designed and occupied for senior citizens' housing, in conformity with the Our Tools part of this Plan. *(OPA 78)*

996_ Where exceptions to the usual density limit of 75 units per hectare are made, the height limitations, prescribed above, will remain in effect. Developments which are permitted to exceed the density limit of 75 units per hectare shall be limited to a maximum density of 100 units per hectare. Zoning on individual sites may not allow for the full range of permitted uses.

997_ The primary permitted uses shall be in conformity with the Neighbourhoods Place Type. Permitted uses may be mixed along the Neighbourhood Street and Neighbourhood Connector frontages. Small groupings of multiple-attached dwellings, such as street townhouses, may be permitted along a residential streetscape in conformity with the intensity and height limitations of the Neighbourhoods Place Type policies of this Plan. Zoning on individual sites may not allow for the full range of permitted uses. *(OPA 78)*

998_ Consideration may be given to alternative development standards and associated zoning regulations intended to provide for a more efficient utilization of land and to achieve an overall community design concept, where urban design guidelines have been approved by City Council to address such matters as building form and massing, treatment of residential façades, and design of commercial/residential mixed-use buildings and sites. Urban design guidelines must be approved prior to draft plan of subdivision approval. Alternative development standards and regulations may include, but are not limited to: reduced street allowance widths, the use of rear lanes, neighbourhood parkettes, and reduced front yard setbacks to bring building façades closer to the street.

999_ For the lands along the south side of Southdale Road West, street-oriented development is encouraged, noise attenuation walls along Civic Boulevards are discouraged, and a high standard of design compatibility is encouraged.

OLD VICTORIA COMMUNITY

1000_ The following policies apply to lands generally located between Commissioners Road East to the south, the Thames River to the north and the former Old Victoria Road street allowance to the east.

> DEVELOPMENT SETBACK

1001_ Development setback requirements will be established based on a detailed geotechnical study. This study will be carried out at the time of detailed applications for draft approval of plans of subdivision, zoning by-law amendments and site plan approval.

1002_ For the area of land in the Neighbourhoods Place Type, generally located between the heritage "Scott" farmhouse and the Thames River, an approximate development setback line has been defined on the basis of geotechnical and ecological studies. In this area, enhancement and naturalization of the Thames Valley Corridor will be actively pursued through the appropriate design and location of stormwater management facilities and extension of the Thames Valley Parkway to assist in meeting the City's objectives for the Thames Valley Corridor. Opportunities for residential development will be considered in the developable area of the plateau outside of stormwater management facilities subject to completion of detailed geotechnical, environmental impact and servicing studies, bearing in mind the intent to accommodate view and vista protection for the heritage farm house. Other opportunities for enhancement of the Thames Valley Corridor will also be considered at the development stage through appropriate parkland dedication and acquisition strategies which recognize that this area is developable and does not contain existing natural heritage or natural hazard features.

> ESA RESTORATION

1003_ In the northwest area of the Old Victoria community along the east Meadowlily Environmentally Significant Area and the Thames Valley Corridor, re-vegetation and ESA enhancement opportunities on the active agricultural fields below the flood plain and stable slope should be actively pursued. The intent is to restore ecological functions and provide a net benefit for the east Meadowlily ESA and the Thames Valley Corridor. In exchange, developable lands may be added to the adjacent Neighbourhoods Place Type, with access provided along the existing farm lane crossing at the north end of the existing farm pond. An environmental impact study shall determine the precise location and extent of the developable lands to be added and will be the basis for the design of street crossing of the watercourse.

> HIGH DENSITY RESIDENTIAL OVERLAY (FROM 1989 OFFICIAL PLAN)

1004_ The lands located at the most southwestern extent of the Old Victoria community, including the High Density Residential Overlay (from 1989 Official Plan) as identified on Map 2, may be served by a private street or a public Neighbourhood Street having direct access to Commissioners Road East. The exact location of the intersection of the private street or public street, and Commissioners Road East shall be determined at the detailed subdivision, zoning and site plan approval stages. Development of the subject lands may provide for connection to the lands to the west, thereby providing a second access. *(OPA 78)*

> TREE PRESERVATION

1005_ In the three areas labeled "tree preservation zone" identified in the Old Victoria community, the dominant natural heritage features shall be preserved through the detailed subdivision and site plan approval design processes. These areas may be included and incorporated in rear yards or as outdoor amenity areas for residential developments. These areas will be zoned as Open Space and will not permit any form of structures including outbuildings, decks, patios and pools. These areas will be used for density calculation purposes.

> TOWN CENTRE

1006_ The intersection of Commissioners Road East and Sheffield Boulevard will provide an identifiable centre and gateway for the westerly area of the Old Victoria community. This Town Centre, comprising the High Density Residential Overlay (from 1989 Official Plan) as identified on Map 2, will develop as a mixed-use area with no more than 1,000 to 2,000m^2 of ground floor commercial retail space in buildings that are generally two storeys or more. A public square and enhanced site and architectural design together with substantial landscaping will produce an identifiable and pleasing focus and west gateway to the Old Victoria community. Consideration will be given to the use of innovative zoning approaches in order to implement the mixed-use intent and principles of the Town Centre. *(OPA 78)*

> NEIGHBOURHOOD CONNECTOR

1007_ The Neighbourhood Connector through the Old Victoria community is to be designed as a residential street with direct access for adjacent land uses and on-street parking. Its intersections with Commissioners and Hamilton Roads shall be spaced strategically to preserve function and safety. The west portion of the Neighbourhood Connector shall gently curve and extend northerly to a roundabout, to facilitate a visual terminus of the heritage farm residence along local street development. Specific street design and intersection locations shall be studied in detail at the subdivision and zoning stage with respect to potential alternatives to City standard street widths, design and cross-sections. Consideration is to be given to alternatives that strengthen the community vision such as on-street parking, widened sidewalks, and outdoor patio opportunities at Town Centre locations, reduced building setbacks, reduced street widths, alternative utility servicing, medians with planting strips, reduced design speeds, rear lanes, etc. *(OPA 78)*

> PARK AND TRAIL NETWORK

1008_ In the detailed planning of the parks and multi-use trail system, consideration shall be given to the need for both passive and active recreational activities and placemaking principles. Parkland dedications may include parkettes and small woodlands, and may be configured to enhance linkages for multi-use trail systems. More detailed configuration and location of the neighbourhood park, multi-use trail system, and access connection points will be determined at the plan of subdivision and site plan stages.

> SHOPPING AREA

1009_ Should an additional Shopping Area Place Type be warranted the expansion shall take place on the southwest quadrant of the Hamilton Road/future connector intersection. The design of the site, buildings, and landscaping shall relate well to the overall Old Victoria community and the longer-term future infill development opportunities along Hamilton Road. Additional commercial development shall also be in conformity with the Shopping Area Place Type policies of this Plan.

> INFILL HAMILTON ROAD

1010_ Opportunities exist along Hamilton Road for infill development. These lands shall enable, over the long term, intensification and infill development in conformity with the Neighbourhoods Place Type policies of this Plan. In addition, small-scale commercial and office-based uses may also be permitted. Comprehensive planned development proposals will be encouraged to allow for coordinated joint access, connected rear lanes and parking areas, and street-oriented building patterns.

> STORMWATER MANAGEMENT

1011_ Reference should be made to the *Storm Drainage and Stormwater Management (SWM) Servicing Works Municipal Class Environmental Assessment* (Class EA) for details regarding the location and number of the stormwater management ponds. This Class EA will direct future study at the more detailed subdivision and zoning development stages.

RIVER BEND PHASE 1 LANDS

1012_ The River Bend Phase 1 Lands are located on Kains Road and generally include those lands associated with the River Bend Golf Community, but are more specifically defined on Map 7 of this Plan.

1013_ Notwithstanding policies of the Neighbourhoods Place Type to the contrary, apartment buildings may be permitted in the Neighbourhoods Place Type within the River Bend Phase 1 lands. Apartment buildings may not exceed 27 metres in height, may be located only in an area central to the planned Phase 1 development, and will be limited in the total number of units such that the overall density of the Phase 1 development does not exceed 30 units per hectare of the land area within the Neighbourhoods Place Type.

RIVER BEND WEST FIVE LANDS

1014_ In the Neighbourhoods Place Type and the High Density Residential Overlay (from 1989 Official Plan), specific policies apply to the "River Bend West Five Lands" bounded by Oxford Street West, Westdel Bourne, Shore Road, and Kains Road. These specific policies for the River Bend West Five Lands are described in the Shopping Area chapter of this Plan.

UPLANDS NORTH

1015_ At the northern municipal boundary, on lands within the Green Space Place Type located between Richmond Street and Adelaide Street North, natural heritage linkage will be established through the planning approvals process relating to applications for subdivision, severance, site plan, and condominium. The width of this corridor will be variable, but in all cases will be adequate to meet the following functions:

1. To serve as natural heritage corridor linking natural heritage features on both sides of the municipal boundary.
2. To allow for a landscaped recreational pathway facility with a minimum corridor width of 15 metres.
3. To help mitigate potential conflicts at the Rural-Urban Interface.

1016_ The securement of required easement agreements north of the municipal boundary will be considered along the Sun-Canadian Pipeline easement. The extent to which such agreements assist in fulfilling these functions may determine the amount of land required south of the municipal boundary.

PICCADILLY AREA NEIGHBOURHOOD

1017_ In all Place Types in the Piccadilly Area Neighbourhood, bounded by Wellington Street, Oxford Street East, Adelaide Street North, and the Canadian Pacific Railway in the City of London, the expansion of private schools and the establishment of new private schools shall be permitted only on those properties that were zoned to permit private schools on the date of adoption of the Piccadilly Area Neighbourhood policy in the 1989 Official Plan (January 31, 2012), and on 701/703 Waterloo Street, 719 Waterloo Street, 311 Oxford Street East and 711 Colborne Street, subject to an amendment to the *Zoning By-law* if necessary.

ST. GEORGE/GROSVENOR NEIGHBOURHOOD

1018_ Lands outside of the Transit Village Place Type within the St. George/Grosvenor Neighbourhood, bounded by Waterloo Street on the east, Oxford Street West on the south, the Thames River on the west, and Victoria Street on the north, will remain a predominantly low density, low-rise residential area despite continual redevelopment pressure for apartment buildings, expansions to existing hospitals, and office conversions. *(OPA 124)*

1019_ While there are portions of this neighbourhood that are appropriate for redevelopment or conversion, there also exists a viable low density, low-rise residential neighbourhood. The Plan does not anticipate significant land use changes in these areas, and any proposals for development shall not adversely impact the amenities and character of the surrounding area. Area-specific zoning regulations such as floor area ratio, maximum dwelling size, and on-site parking limitations will be applied in parts of the neighbourhood that may be affected by residential intensification and infill to ensure that future development is not out of scale and character with the existing residential community. Suitable areas for office conversions and medium and high-rise apartment land uses have been identified in this Plan. It is intended that additional areas will not be designated for these uses without a re-evaluation of the area and a subsequent decision by City Council to amend this Plan.

1020_ The following policies apply only to those sections of the St. George/Grosvenor Neighbourhood within the Neighbourhoods Place Type, or the High Density Residential Overlay (from 1989 Official Plan) as identified on Map 2:

> HIGH DENSITY RESIDENTIAL OVERLAY (FROM 1989 OFFICIAL PLAN)

1021_ For the lands on the north side of Oxford Street East, between the Thames River and Waterloo Street and on Richmond Street, between Oxford Street East and Sydenham Street, the height and density of residential buildings will be controlled by the Zoning By-law to permit only mid-rise development which will provide a transition between larger-scale development in the Richmond Row Rapid Transit Corridor and the low density, residential dwellings of the St. George/Grosvenor Neighbourhood. Mid-rise office development will also be permitted on the lands identified as High Density Residential Overlay (from 1989 Official Plan) on Map 2. Secondary uses permitted in this area will exclude commercial recreation facilities. Convenience commercial uses may be permitted on the ground floor of new apartment and/or office buildings.

> MEDIUM DENSITY RESIDENTIAL

1022_ Medium density residential development, controlled by the *Zoning By-law*, will be permitted on the north side of St. James Street between St. George Street and the Thames River. It is expected that most development proposals will be residential conversions; however, there may be some redevelopment to new medium density residential uses. Secondary uses permitted will exclude new office buildings, office conversions, and commercial recreation facilities. Notwithstanding Policy 1019_ to the contrary, high density residential uses may be permitted on that portion of 124 St. James Street that is contiguous with 112 St. James Street and has an approximate frontage of 12.9 metres along St. James Street and an approximate area of 574 square metres, only in conjunction with the development of a high density apartment building on the lands at 112 St. James Street. *(OPA 8)*

> OFFICE CONVERSIONS

1023_ Office conversions will be permitted within the St. Georqe/Grosvenor Neighbourhood. *(OPA 21)*

1024_ Lands within the area bounded by St. George Street on the east, St. James Street on the south, the Thames River on the west, and Grosvenor Street on the North will be subject to the *Grosvenor Gate Neighbourhood Character Statement and Compatibility Guidelines*.

TALBOT MIXED-USE AREA

1025_ Within the area bounded by the Richmond Row commercial district on the east, the Downtown on the south, the Thames River on the west and Ann Street on the north, referred to here as the Talbot Mixed-Use Area, it is anticipated that there will be proposals for the conversion of existing dwellings to commercial and office use and for the redevelopment of lands for multi-family residential uses. While portions of this area are appropriate for conversion and/or redevelopment, the scale and form of any redevelopment or change in land use shall not adversely impact the amenities and character of the surrounding area.

1026_ Lands within the Talbot Mixed-Use Area shall be zoned according to the characteristics of their existing land use. In addition to the general place type policies applicable to the identified lands under review, proposals for an official plan or zoning by-law amendment to permit a change in place type shall be evaluated on the basis of the following:

> HIGH DENSITY RESIDENTIAL OVERLAY (FROM 1989 OFFICIAL PLAN)

1027_ The High Density Residential Overlay (from 1989 Official Plan), as identified on Map 2, may be considered for high and medium density residential forms of development, as determined through the zoning by-law amendment process, that involve substantial land assembly and provide a high standard of site and building design with emphasis on landscaped open space and underground or appropriately screened parking areas.

> KENT, ALBERT AND TALBOT STREETS

1028_ The lands within the High Density Residential Overlay (from 1989 Official Plan), as identified on Map 2, fronting onto Kent Street, Albert Street, and Talbot Street south of Central Avenue, are appropriate for development as a mixed-use area. In addition to the policies for the High Density Residential Overlay (from 1989 Official Plan), offices, retail, personal service, eat-in restaurant and business service uses, created through either the conversion of existing low-rise buildings or portions thereof, or the redevelopment of low-rise buildings on small parcels of land, may be allowed. Consideration may be given to the use of cash in-lieu-of required parking provisions for proposed office and commercial uses, where it can be demonstrated that there are physical limitations to the provision of the required parking on the site and that adequate off-site parking can be provided. *(Policy subject to appeal OLT-22-002286)*

> WEST OF TALBOT STREET BETWEEN MILL AND ALBERT STREETS

1029_ The lands within the High Density Residential Overlay (from 1989 Official Plan), as identified on Map 2, located west of Talbot Street, between Mill Street and Albert Street, are characterized by predominantly low and medium density residential buildings, some of which are of architectural and/or historical significance. Where buildings are designated as being of architectural and/or historical significance, these buildings may be zoned to permit only the existing structures in conformity with the Cultural Heritage chapter of this Plan and under the provisions for heritage zoning in the *Zoning By-law*. In addition to the specific policies for the High Density Residential Overlay (from 1989 Official Plan) identified on Map 2, office conversions may be allowed in this area.

> CENTRAL AVENUE

1030_ The lands fronting onto the north and south side of Central Avenue, between Talbot Street and the Richmond Row Commercial District, are appropriate for the development of a mixed-use corridor with a low profile which provides a transition between the higher-intensity uses to the south and the lower-intensity uses to the north. In addition to the uses provided for under the Neighbourhoods Place Type policies, new buildings or the conversion of existing buildings, or portions thereof, to uses such as office, financial institution, personal service, retail business service or eat-in restaurant uses may be allowed. It is intended that conversions shall maintain the form and external appearance of the building. New buildings will be encouraged to adopt a residential style. Limitations will be placed on signage, location of parking areas, and additions to buildings. The consolidation of off-street parking at a location that is peripheral to this area shall be encouraged.

> MILL, HYMAN, JOHN, ANN AND TALBOT STREETS

1031_ The lands fronting onto Mill Street, Hyman Street, John Street, St. George Street, the south side of Ann Street, and the east side of Talbot Street, shall retain their predominantly low-rise residential character. In addition to the uses allowed under the Neighbourhoods Place Type, consideration will be given to proposals to allow the creation of offices and a broader range of home occupation uses in existing residential buildings, provided that at least one dwelling unit is retained and that there is minimal alteration to the external residential character of the structure.

1032_ In the Neighbourhoods Place Type at 116, 128-130 and 134 Mill Street and 694 Talbot Street, in addition to the uses permitted under the Talbot Mixed-Use Area policies in this Plan, a new office building in conjunction with the retained building at 116 Mill Street may be permitted, provided 116 Mill Street is rehabilitated and integrated with the new office building.

WOODFIELD NEIGHBOURHOOD

1033_ The Woodfield Neighbourhood, which is approximately bounded by Richmond Street on the west, Dufferin Avenue and Queens Avenue on the south, Adelaide Street North on the east and the CPR tracks on the north, is characterized by predominantly low-rise residential development, with a mix of higher density uses and office conversions. Parts of this neighbourhood are within both the East and West Woodfield Heritage Conservation Districts to which the conservation guidelines apply. It is a policy of this Plan to maintain these general characteristics of the Woodfield Neighbourhood.

1034_ New office conversions will not be permitted except in the Rapid Transit Corridor and Urban Corridor Place Types along Richmond Street, Adelaide Street North, in the Downtown, and in the following areas:

1. Central Avenue - north side between Richmond Street and Waterloo Street; south side between Wellington Street and Waterloo Street.
2. Dufferin Avenue - south side between Waterloo Street and Colborne Street.

3. Princess Avenue - north side between Centennial Lane and Waterloo Street; south side, 371 Princess Avenue only.

4. Queens Avenue - north side between Waterloo Street and Adelaide Street North; south side between Waterloo Street and Adelaide Street North.

5. Waterloo Street - both sides between Pall Mall Street and Princess Avenue.

6. Wellington Street - west side, between the CPR tracks and Central Avenue; east side, between the CPR tracks and Wolfe Street.

1035_ New office conversions on the east side of Waterloo Street, between Central Avenue and Princess Avenue, and on Central Avenue, between Waterloo and Wellington Streets may be permitted provided there is little alteration to the external residential character of the structure and provided also that there is at least one residential dwelling unit retained in the building being converted. New office conversions may be permitted on Waterloo Street, both sides between Pall Mall Street and Central Avenue, provided at least one above-grade residential dwelling unit is retained in the building being converted. Existing office conversions are recognized as legal uses in this Plan and will be zoned to permit the continuation of these uses.

1036_ The low-rise residential neighbourhood within the area bounded by Wellington Street, Pall Mall Street, Waterloo Street and Princess Avenue shall provide for infill and intensification only where such development is clearly compatible with the character, scale and intensity of the low-rise residential neighbourhood in this area. Area-specific zoning regulations such as, but not limited to, maximum floor area ratio, maximum dwelling size and on-site parking limitations may be applied to ensure that future development meets this objective.

1037_ Properties fronting the north side of Princess Avenue, west of Waterloo Street are located on the edge of the downtown at a point of transition between high density residential and institutional uses to the south and the low density residential neighbourhood to the north. Several buildings have undergone restoration and intensification in a manner which has preserved the character of the neighbourhood and kept the original streetscape intact. Recognizing this, these properties may be exempt from area-specific zoning regulations such as floor area ratio, maximum dwelling size, and on-site parking limitations noted above.

1038_ The Victoria Park Secondary Plan applies to certain properties in the Woodfield Neighbourhood Specific Policy Area. In instances where the policies that apply to the Woodfield Specific Policy Area and the Victoria Park Secondary Plan are inconsistent, the policies of the Victoria Park Secondary Plan shall prevail. *(OPA 62) (OPA 78)*

1038A_ In addition to the uses permitted in the Neighbourhoods Place Type, new office uses may be permitted within the existing building at 470 Colborne Street, provided there is little alteration to the external residential character of the original residential structure and at least one above-grade residential dwelling unit is provided and maintained within the building. These new office uses may be established with other permitted uses in a mixed-use format. Residential intensification and conversions to non-residential uses shall be permitted only where it is compatible with the character, scale and intensity of the surrounding low-rise residential neighbourhood and where the intent of the Near-Campus Neighbourhoods policies is met. Site-specific zoning regulations such as, but not limited to, maximum number of converted dwelling units, maximum number of parking spaces, minimum landscaped open space and limiting the range and mix of uses within the building such that they do not exceed the available parking may be applied to ensure that the future re-use of the existing structure meets this objective. *(OPA 21)*

1448 ADELAIDE STREET NORTH

1038B_ In the Neighbourhoods Place Type at 1448 Adelaide Street North, in addition to the uses permitted in the Neighbourhoods Place Type, a personal service establishment may also be permitted within the existing building. *(OPA 21)*

84-86 ST. GEORGE STREET AND 175-197 ANN STREET

1038C_ In the Neighbourhoods Place Type at 175-197 Ann Street and 84-86 St. George Street, a mixed-use development with a maximum height of 23 storeys may be permitted, and a maximum floor area of 500 square metres may be permitted for retail, service, and office uses within the podium base. *(OPA 21) (OPA 66) (OPA 78)*

180 ANN STREET

1039_ An automobile sales and service establishment is permitted on the lands at 180 Ann Street in the Neighbourhoods Place Type.

633, 635, 637, 645, 649, 651 AND 655 BASE LINE ROAD EAST

1039A_ In the Neighbourhoods Place Type at 633, 635, 637, 645, 649, 651 and 655 Base Line Road East, the proposed continuum of care facility may have a building height of 8 storeys (38.5m). *(OPA 21) (OPA 78)*

122 BASE LINE ROAD WEST

1039B_ In the Neighbourhoods Place Type applied to the lands located at 122 Base Line Road West, a low-rise apartment building up to 4 storeys in height may be permitted. *(OPA 22)*

604 BEAVERBROOK AVENUE

1039C_ In the Neighbourhoods Place Type at 604 Beaverbrook Avenue, four (4) storey stacked townhouses may be permitted. *(OPA 70)*

610-620 BEAVERBROOK AVENUE

1039D_ For lands in the Neighbourhoods Place Type located at 610-620 Beaverbrook Avenue, as shown on Map 7 – Specific Policy Areas, apartment buildings shall be permitted in addition to the uses identified in Table 10, with an upper maximum height of five (5) storeys. *(OPA 92)*

629 BASE LINE ROAD EAST

1039E_ In the Neighbourhoods Place Type at 629 Base Line Road East, an apartment building with a total of 6 units may be permitted within the existing building. *(OPA 132)*

75 BLACKFRIARS STREET

1040_ In the Neighbourhoods Place Type at 75 Blackfriars Street, medium-scale office uses, and a gymnasium as an accessory use to a permitted office use, may be permitted within the existing building with a maximum total gross floor area of 2,555m^2 for all offices and gymnasium uses and a maximum total gross floor area of 1,300m^2 for all medical/dental offices and medical/dental laboratories.

4585 BLAKIE ROAD

1041_ In the Neighbourhoods Place Type at 4585 Blakie Road, a self-storage establishment may be permitted.

3725 BOSTWICK ROAD

1041A_ In the Neighbourhoods Place Type at the north-easterly quadrant of the lands at 3725 Bostwick Road, a church use on a lot comprising approximately 12 hectares, and on a private septic system may also be permitted until such time as municipal sanitary and storm water services are available to the subject property, at which time the church use will be required to connect to municipal services. *(OPA 21)*

3095 BOSTWICK ROAD

1041B_ For the property located at 3095 Bostwick Road, as indicated on Map 7, stacked townhouses may be permitted on a Neighbourhood Street, with a maximum height of 3.5 storeys. *(OPA 140)*

CENTRAL AVENUE, BETWEEN ADELAIDE AND ONTARIO STREETS

1042_ In the Neighbourhoods Place Type on the properties fronting onto Central Avenue, between Adelaide and Ontario Streets, a limited range of commercial uses which have a minimal impact on surrounding residential uses will be permitted. Permitted uses include the residential uses of the Neighbourhoods Place Type, personal and business services, service and repair establishments, studios, and small-scale offices.

1043_ For the lands located at 809 Central Avenue, in addition to the uses permitted in the Neighbourhoods Place Type and the above specific policy for Central Avenue, permitted uses shall include building or contracting establishments, repair and rental establishments, printing establishments, and cabinet or furniture makers.

3100 COLONEL TALBOT ROAD

1044_ In the Neighbourhoods Place Type applied to the lands located at 3100 Colonel Talbot Road, a stand-alone convenience commercial use up to 1,000m^2 may be permitted.

1045_ *Policy Deleted (OPA 21)*

9 AND 11 COMMISSIONERS ROAD EAST

1046_ Within the High Density Residential Overlay (from 1989 Official Plan), for the lands at 9 and11 Commissioners Road East a second 14 storey apartment building, containing 135 units will be permitted on this site.

1938 AND 1964 COMMISSIONERS ROAD EAST

1046A_ In the Neighbourhoods Place Type applied to the lands located at 1938 and 1964 Commissioners Road East, an apartment building up to 4 storeys in height may be permitted. *(OPA 42)*

1960 DALMAGARRY ROAD, 669 AND 705 FREEPORT STREET

1047_ New residential development adjacent to Fanshawe Park Road West and Dalmagarry Road will be oriented to the street to provide a high quality of urban design. Design standards including, but not limited to, maximum building setbacks, percentage of built form along street frontage, etc., will be explored at the time of rezoning and site plan approval to assist in realizing design objectives.

1048_ Noise attenuation walls along Urban Thoroughfares or Civic Boulevards will not be permitted.

1049_ A graduated "step down" building height must be provided between high-rise apartment buildings any proposed development and the adjacent existing and proposed low density residential uses to the south and east to provide for an appropriate transition between these building forms.

1050_ Surface parking will not be permitted at the intersection of Fanshawe Park Road West and Dalmagarry Road. Surface parking will be discouraged along the remaining Fanshawe Park Road West and Dalmagarry Road street frontages in order to establish a strong building/street interface in this area. Should surface parking be considered necessary, the parking area must be appropriately screened from the street.

1051_ 669 Freeport Street may be developed for a multi-storey apartment building or buildings which have a high degree of design and compatibility with the surrounding land use(s).

1052_ A maximum building height of approximately 14 storeys (45m) shall be permitted provided the development is consistent with the City Design chapter of this Plan and the urban design objectives of City Council as determined through the zoning by-law amendment process. Building height and densities may be increased, in conformity with the Our Tools part of this Plan, through enhanced design. *(OPA 78)*

1053_ 1960 Dalmagarry Road and 705 Freeport Street may be developed, in conjunction with the provisions for stepping-down the building height, for a multi-storey apartment building or multi-storey buildings which have a high degree of design and compatibility with the surrounding land use(s). A maximum building height of approximately six storeys (20 m) may be permitted provided the development is consistent with the City Design chapter of this Plan and the urban design objectives of City Council as determined through the zoning by-law amendment process. Building height and densities may be increased, in conformity with the Our Tools part of this Plan, through enhanced design. *(OPA 78)*

1054_ The minimum density within lands along Dalmagarry Road or Fanshawe Park Road West shall be 30 units per hectare, as determined through the zoning by-law amendment process.

1055_ Any application for a zoning by-law amendment to permit higher density residential uses on these lands will be subject to a traffic impact study to address the impacts of high density residential development on adjacent city streets and access points to the proposed development area.

1056_ Access to 1960 Dalmagarry Road will be from Dalmagarry Road only and through internal driveways. Access to 705 Freeport Street will be from Freeport Street. Access to high-rise apartment buildings on located at 669 Freeport Street will not be permitted to Freeport Street or Fanshawe Park Road West in order to limit the impact of increased traffic on the neighbourhood street and to maintain traffic flow on the urban thoroughfare street network. *(OPA 78)*

1057_ Any application for a zoning by-law amendment to permit high density residential uses on these lands will be subject to a sanitary and storm servicing analysis to confirm that there is sufficient capacity within the existing sewers and the downstream infrastructure.

464-466 DUFFERIN AVENUE AND 499 MAITLAND STREET

1057A_ In the Neighbourhoods Place Type at 464-466 Dufferin Avenue and 499 Maitland Street, an eat-in restaurant may also be permitted to a maximum gross floor area of 230 square metres (2475.7 square feet) within the existing building. *(OPA 18)*

467-469 DUFFERIN AVENUE

1057B_ In the Neighbourhoods Place Type, the property located at 467-469 Dufferin Avenue, in addition to the uses permitted in the London Plan, is permitted to redevelop as an apartment building with a maximum of nine (9) dwelling units and a maximum density of 231 units per hectare. *(OPA 36)*

18 ELM STREET

1057C_ In the Neighbourhoods Place Type at 18 Elm Street, a mixed-use apartment building with community uses at grade may be permitted. The mixed-use apartment building permitted may be up to 4 storeys in height. *(OPA 67) (OPA 78)*

1958 DULUTH CRESCENT

1057D_ For the lands in the Neighbourhoods Place Type located at 1958 Duluth Crescent, as shown on Map 7 – Specific Policy Areas, apartment buildings, small-scale community facilities and mixed-use buildings shall be permitted in addition to the uses identified in Table 10, with an upper maximum height of 4 storeys. An upper maximum height of 5 storeys is permitted on Blocks 5 and 7 (39T-39T-23504). *(OPA 90) (OPA 133)*

1156 DUNDAS STREET

1058_ In the Neighbourhoods Place Type at 1156 Dundas Street the following specific policy applies to lands north of the original McCormick Factory building and south of the extension of Gleeson Street. Notwithstanding the height and density maximums identified in the Neighbourhoods Place Type policies and the policies of the *McCormick Area Secondary Plan*, a maximum total density of up to 125 units per hectares may be permitted, subject to the Residential Intensification policies in the Neighbourhoods Place Type chapter of this Plan, the Urban Design Principles in the *McCormick Area Secondary Plan*, and the Urban Design Guidelines for the McCormick Factory Site. *(OPA 78)*

1620 EVANS BOULEVARD

1058A_ For the property located at 1620 Evans Boulevard, stacked townhouses and 6-storey low-rise apartments may be permitted. *(OPA 78) (OPA 138)*

1059_ A height of up to 5 storeys may be permitted on the western half of the subject site fronting McCormick Boulevard without a bonus zone. A maximum height of 3 storeys may be permitted on the eastern half of the subject site fronting Ashland Avenue to provide a transition between the existing Low Density Residential designation on the east side of Ashland Avenue. A western extension of Gleeson Street will be required to be constructed and dedicated at no cost to the City between Ashland Avenue and McCormick Boulevard to provide access to the subject site and allow for the development of single detached dwellings to the north. Cluster townhouses will be permitted on the frontage of the Gleeson Street extension and a parkland dedication with a minimum frontage and depth of 25 metres will be required at the southeast corner of McCormick Boulevard and the future extension of Gleeson Street.

1150 FANSHAWE PARK ROAD EAST

1059A_ Within the Neighbourhoods Place Type applied to lands located at 1150 Fanshawe Park Road East, commercial and service uses up to 1,000m^2 total, and up to 200m^2 for individual uses, and office uses up to 2,000m^2 may be permitted.

1059B_ In the Neighbourhoods Place Type at 1150 Fanshawe Park Road East, secondary uses of office and convenience commercial uses are permitted as stand-alone uses or within a mixed use building. *(OPA 28)*

1055 FANSHAWE PARK ROAD WEST

1059C_ In the Neighbourhoods Place Type applied to the lands located at 1055 Fanshawe Park Road West, medical/dental office uses up to 6,343 square metres may be permitted. *(OPA 58)*

545 FANSHAWE PARK ROAD WEST

1060_ Within the High Density Residential Overlay (from 1989 Official Plan), for the lands at 545 Fanshawe Park Road West, a site-specific zone may be permitted for a height in excess of 12 storeys and a density in excess of 150 units per hectare subject to the evaluation criteria for Planning and Development Applications. *(OPA 78)*

1018 AND 1028 GAINSBOROUGH ROAD

1060A_ In the Neighbourhoods Place Type applied to the lands located at 1018 and 1028 Gainsborough Road, an apartment building with a maximum height of 12 storeys and maximum density of 392 units per hectare may be permitted. *(OPA 16)*

1192 HIGHBURY AVENUE NORTH AND 3 MARK STREET

1061_ In the Neighbourhoods Place Type applied to the lands located at 1192 Highbury Avenue and 3 Mark Street, retail and services uses may be permitted. *(OPA 21)*

2135, 2185 AND 2225 HIGHBURY AVENUE NORTH

1062_ A private temporary water and sewerage system is permitted for the lands located at 2135, 2185 and 2225 Highbury Avenue North, prior to the availability of full municipal services which will be utilized when made available.

1176, 1200 AND 1230 HYDE PARK ROAD

1062A_ In the Neighbourhoods Place Type located greater than 100 metres from the widened Hyde Park Road right-of-way and east of the westerly limit of the new public street and south of the southerly limit of the new public street, staked townhouses, triplexes, fourplexes and low-rise apartments will be permitted fronting onto a Neighbourhood Street up to 4-storeys in height.

In the Neighbourhoods Place Type located west of the westerly limit of the new public street and north of the northerly limit of the new public street, stacked townhouses, triplexes, fourplexes, and low-rise apartments will be permitted fronting onto a Neighbourhood Street up to 3-storeys in height.

Development shall not be permitted in the Neighbourhoods Place Type unless through a zoning by-law amendment and/or plan of subdivision:

1. An environmental impact study, geotechnical report, and hydrogeological assessment have demonstrated that the permitted land uses and form of development will not have a negative impact on adjacent natural hazards and natural heritage features and their functions to the satisfaction of the City of London and the UTRCA.

2. A noise and vibration study has demonstrated that railway corridors will not have an adverse impact on new sensitive land uses, or mitigative measures provided, to the satisfaction of the City of London.

3. A compatibility study has demonstrated that Ministry of the Environment, Conservation and Parks D-6 Guidelines: Compatibility Between Industrial Facilities and Sensitive Land Uses can be met, or mitigative measures provided, to the satisfaction of the City of London.

4. A new public street is created west of Hyde Park Road. *(OPA 21) (OPA 78)*

644-646 HURON STREET

1062B_ In the Neighbourhoods Place Type applied to the lands at 644-646 Huron Street, an apartment building may be permitted with an upper maximum height of 7-storeys and a density of 250 units per hectare, subject to the policies forZoning to the Upper Maximum contained in the Our Tools part of this Plan. *(OPA 82)*

1176, 1180, 1182, AND 1186 BRIARHILL AVENUE

1062C_ In the Neighbourhoods Place Type applied to the lands at 1176, 1180, 1182, and 1186 Huron Street and 294 Briarhill Avenue, an apartment building or mixed-use apartment building shall be permitted at an upper maximum height of 8-storeys, subject to the policies for Zoning to the Upper Maximum contained in the Our Tools part of this Plan, and the following additional criteria: the lands shall be assembled to form a minimum lot assembly of 0.68 hectares; and, any portion of a building permitted to increase to 8 storeys shall fit within a 45 degree angular plane measured from the north property line and a 60 degree angular plane measured from the east property line. *(OPA 84)*

1364-1408 HYDE PARK ROAD

1062D_ For the lands in the Neighbourhoods Place Type located at 1364, 1376, 1390 & 1408 Hyde Park Road, apartment building(s) shall be permitted to extend to an upper maximum height of 7-storeys. The policies for Zoning to the Upper Maximum shall continue to apply. Any portion of a building permitted to increase to 7-storeys shall be located within 55 metres of the shared property line with the adjacent Park/ SWM block to the south of the site, such that the enhanced height/massing is oriented in a manner that minimizes impacts on adjacent land uses and frames the adjacent public realm. In order to be eligible for the increased height, the lands shall be zoned in a comprehensive manner that includes requirements for portions of the site to be developed at heights below the upper-maximum and enables multiple housing forms. *(OPA 86)*

1351 AND 1357 HYDE PARK ROAD

1063_ In the Neighbourhoods Place Type applied to the west portion of 1351 and 1357 Hyde Park Road an automobile repair garage may also be permitted.

335 AND 353 KELLOGG LANE

1063A_ In the Neighbourhoods Place Type located at 335 and 353 Kellogg Lane, accessory parking in favour of the uses at 100 Kellogg Lane will be permitted. *(OPA 21)*

21-41 MEADOWLILY ROAD NORTH AND 20 NORLAN AVENUE

1063B_ In the Neighbourhoods Place Type at 21-41 Meadowlily Road North and 20 Norlan Avenue, stacked townhouses may be permitted on a Neighbourhood Street. *(OPA 71)*

2331 KILALLY ROAD AND 1588 CLARKE ROAD

1063C_ For the lands in the Neighbourhoods Place Type located at 2331 Kilally Road and 1588 Clarke Road, as shown on Map 7 – Specific Policy Areas, triplexes, fourplexes, stacked townhouses, low-rise apartments, smallscale community facilities, emergency care establishments, and rooming houses shall be permitted in addition to the uses identified in Table 10, with an upper maximum height of 6 storeys or 20 metres. *(OPA 109)*

35 JIM ASHTON STREET

1063D_ In the Neighbourhoods Place Type at 35 Jim Ashton Street, a daycare centre may be permitted. *(OPA 144)*

168 MEADOWLILY ROAD SOUTH

1063E_ For the property located at 168 Meadowlily Road South, as indicated on Map 7, stacked townhouses may be permitted, with a maximum height of 3.5 storeys on a Neighbourhood Street on a portion of the property identified as Block 2 on the Draft Plan of Subdivision (39T-24503); an apartment building may be permitted with a maximum height of 8 storeys on a portion of the property identified as Block 3 on the Draft Plan of Subdivision (39T-24503); and an apartment building may be permitted with a maximum height of 8 to 12 storeys on a portion of the property identified as Block 4 on the Draft Plan of Subdivision (39T-24503). *(OPA 143)*

180 MILL STREET

1064_ In the Neighbourhoods Place Type at 180 Mill Street, commercial parking is permitted as a level in an underground structure, limited to 135 spaces total.

827 NADINE AVENUE

1065_ In the Neighbourhoods Place Type applied to the lands located at 827 Nadine Avenue, a small-scale, specialty retail store to a maximum floor area of 139.35m^2 in an existing building may be permitted in addition to the uses permitted in the Place Type.

323 OXFORD STREET WEST, 92 PROUDFOOT LANE AND 825 PROUDFOOT LANE

1066_ In the Neighbourhoods Place Type located at 323 Oxford Street West, development with heights up to 6 storeys (20 metres) may be permitted, 92 Proudfoot Lane and 825 Proudfoot Lane, development with heights up to 13 storeys (40 metres) may be permitted. *(OPA 115)*

1067_ In the High Density Residential Overlay (from 1989 Official Plan) located at 323 Oxford Street West, development with heights of up to 14 storeys (46 metres) may be permitted and 92 Proudfoot Lane, development with heights up to 13 storeys (40 metres) may be permitted. *(OPA 115)*

1067A_ In the High Density Residential Overlay (from 1989 Official Plan) located at 323 Oxford Street West, development with heights up to 16 storeys (51 metres) may be permitted only on the portion of the site that is south of Westfield Drive and east of Beaverbrook Drive. *(OPA 115)*

415 OXFORD STREET WEST

1067B_ In the Neighbourhoods Place Type located at 415 Oxford Street West, a broad range of residential dwelling types including townhouses, cluster townhouses, cluster stacked townhouses, apartment buildings and mixed-use apartment buildings are permitted. Buildings up to a maximum of 16 storeys may be permitted within 150 metres of the Oxford Street West right-of-way where the site plan and building design mitigate the impacts of the additional height in conformity with the Our Tools part of this Plan. Beyond 150 metres from the Oxford Street West right-of-way buildings up to a maximum height of 4 storeys are permitted. *(OPA 43) (OPA 78) (OPA 145)*

300 AND 306 PRINCESS AVENUE

1067C_ In the Neighbourhoods Place Type at 300 and 306 Princess Avenue, apartment buildings up to 3 storeys in height may be permitted. *(OPA 104)*

176 AND 184 RECTORY STREET

1068_ In the Neighbourhoods Place Type applied to the lands located at 176 and 184 Rectory Street, a repair and rental establishment may also be permitted in existing buildings.

HAMILTON ROAD MAIN STREET AREA

1068A_ In the Neighbourhoods Place Type located at 90-92, 111-113 Rectory Street, 821-871 Stedwell Street, 75-81 Chesley Avenue, 86 Anderson Avenue, 119 Smith Street, 63-69 Sackville Street, 898-914 Trafalgar Street, 961-983 Ormsby Street, 217-227 Egerton Street, the uses, intensity and form permitted in the Main Street Place Type may be permitted if the property is combined with a property fronting Hamilton Road. *(OPA 78)*

2118 RICHMOND STREET

1069_ For the property located at 2118 Richmond Street, a maximum height of eleven storeys, including a rooftop amenity level, and a maximum density of up to 211 units per hectare, subject to the following:

1. The permitted form of development shall be an apartment building with three-storey base adjacent to Sunningdale Road East. The apartment building component of the structure shall be restricted to the north portion of the property, thereby locating the maximum intensity away from the single detached dwellings within the residential neighbourhood south of Sunningdale Road East.

2. The proposed form of development shall address the City Design chapter and the Our Tools part of this Plan with respect to, at a minimum, enhanced urban design, the provision of underground parking, and encouraging aesthetically attractive residential developments through the enhanced provision of landscaped open space. *(OPA 78)* *(OPA 127)*

2300 RICHMOND STREET

1069A_ In the Neighbourhoods Place Type applied to the lands located at 2300 Richmond Street within the area bounded by Richmond Street to the west and the limit of Green Space Place Type to the north, east and south, a maximum height of 8 storeys and 320 dwelling units may be permitted, subject to the following conditions:

1. Design of the site to appropriately accommodate the City's proposed pedestrian bridge crossing over Richmond Street;

2. Incorporation of urban design features into building elevations and overall site design to help create a gateway into the City;

3. Provision and naturalization of a corridor linkage along the easterly property line; and

4. A monetary contribution toward enhancements to the design and construction of the pedestrian bridge/gateway feature. *(OPA 78)*

6555 AND 6595 ROYAL MAGNOLIA AVENUE

1069B_ In the Neighbourhoods Place Type at 6555 and 6595 Royal Magnolia Avenue, a maximum height of 6-storeys shall be permitted for two apartment buildings on site with ground floor commercial. *(OPA 108)*

743 RICHMOND STREET

1069C_ In the Rapid Transit and Urban Corridors Place Type at 743 Richmond Street, a mixed-use apartment building up to 35 storeys in height may be permitted. *(OPA 146)*

37-95 AND 20-100 RIDOUT STREET SOUTH

1070_ For the properties located at 37-95 and 20-100 Ridout Street South office conversions may be permitted.

335-385 SASKATOON STREET

1070A_ In the Neighbourhoods Place Type at 335-385 Saskatoon Street, automobile repair garages, charitable organization offices, and support offices may be permitted in the existing buildings. *(OPA 21)*

340-390 SASKATOON STREET

1070B_ In the Neighbourhoods Place Type at 340-390 Saskatoon Street, support offices, studios, and warehouse establishments, business offices, service offices, professional offices, charitable organization offices, and business service establishments may be permitted in the existing buildings. *(OPA 21) (OPA 83)*

952 SOUTHDALE ROAD WEST

1070C_ In the Neighbourhoods Place Type applied to the lands located at 952 Southdale Road West, retail, service and office uses up to a combined maximum floor area of 5,000 m^2 may be permitted as part of a mixed-use site, subject to the following conditions:

1. The site shall be developed for a mix of both commercial and residential uses.

2. Residential uses shall be designed and located on the site to provide for an appropriate transition from existing and future residential uses on abutting lands.

3. Residential uses on the northern portion of the site shall be designed with consideration for the planned connection of Gerrit Avenue and Cherrygrove Drive, and no rear lotting will be permitted onto the planned street connection. Design concepts shall be required to demonstrate how the lands to the north could be integrated with development on the property.

4. Maximum Building heights will be limited to four storeys, and zoning by-law amendments for additional height will not be permitted. Minimum heights of one storey may be permitted.

5. The City Design chapter and the form policies of the Shopping Area Place Type of this Plan will provide direction for this development. In addition, buffering and/or screening measures should be provided to mitigate views of surface parking areas from the Civic Boulevards and to address the interface with lands located immediately north of the site. *(OPA 78)*

400 SOUTHDALE ROAD EAST

1070D_ In the Neighbourhoods Place Type at 400 Southdale Road East an apartment building with residential uses on the ground floor, a height of 7-storeys (29.2m including the mechanical penthouse) and a density of 462 units per hectare may be permitted. *(OPA 38)*

520 SARNIA ROAD

1070E_ In the Neighbourhoods Place Type at 520 Sarnia Road an eight (8) storey apartment building may be permitted. *(OPA 56)*

OLD VICTORIA HOSPITAL LAND

1070F_ In the Neighbourhoods Place Type at 370 South Street and 124 Colborne Street, Policies 1709_3, 4 and 5 shall not apply to vacant land condominiums on those lands. *(OPA 48) (OPA 78)*

757 SOUTHDALE ROAD EAST

1070G_ In the Neighbourhoods Place Type at 757 Southdale Road East, a standalone medical/dental office building may be permitted. *(OPA 120)*

801 SARNIA ROAD

1070H_ Notwithstanding Table 11 of the Neighbourhoods Place Type, for the lands located at 801 Sarnia Road, the maximum permitted height shall be 8-storeys. *(OPA 139)*

SOUTH STREET AND WATERLOO STREET

1071_ The lands located at 303-323 South Street and 69-77 Waterloo Street within the area bounded by Waterloo Street on the east, South Street on the north, the limit of the Green Space Place Type to the south, and the limit of the Rapid Transit Corridor Place Type on Wellington Street to

the west excluding the lands located at 291-299 South Street may permit a range of high density residential uses, a range of convenience commercial uses at grade along the South Street frontage and a neighbourhood facility use in the form of a church. The development will be consistent with the conceptual vision for the Old Victoria Hospital Lands identified in the *SoHo Community Improvement Plan*, the *Thames River Valley Corridor Plan* and will be required to demonstrate a high degree of application of the City's Urban Design principles in order to allow for the full range of permitted uses, densities and heights. The building height of new development shall be stepped down from South Street to provide a transition towards the Thames River in keeping with the *Thames River Valley Corridor Plan*. The *Zoning By-law* will specify height limits based on criteria established by the *SoHo Community Improvement Plan* and the *Thames River Valley Corridor Plan* and as provided for in the City Design chapter and the Our Tools part of this Plan.

1072_ In addition to the above policies, the following policies may apply subject to the Our Tools part of this Plan:

1. High density residential development may be permitted in this area that can accommodate increased height and densities which provide a transition from the residential uses to the Thames Valley Corridor. Enhanced recreational uses and areas for community activities along the Thames Valley Corridor will be provided through the application of Urban Design principles approved for the *SoHo Community Improvement Plan* and as provided for in the City Design chapter and the Our Tools part of this Plan.

2. Convenience commercial uses are permitted at grade along the South Street frontage and will not exceed a total gross floor area of 1,000m^2 as provided for in the Neighbourhoods Place Type.

3. Neighbourhood facilities are permitted within a residential building as provided for in the Neighbourhoods Place Type. *(OPA 21) (OPA 78)*

598-608 SPRINGBANK DRIVE

1073_ Within the High Density Residential Overlay (from 1989 Official Plan), for the lands at 598-608 Springbank Drive, a 13 storey apartment building will be permitted on this site.

379 SUNNINGDALE ROAD WEST

1073A_ The following policies apply to the lands at 379 Sunningdale Road West, Blocks 1-6 which form part of the Sunningdale Subdivision (39T-16504).

1. Blocks 1, 2 and 6 may be permitted to develop at a maximum density of 35 units per hectare..

2. Blocks 3 and 4 may be permitted to develop at a maximum density of 150 units per hectare and a maximum height of 10 storeys.

3. Street-oriented development will be encouraged in order to provide a strong street edge and to eliminate the need for continuous noise walls in this area.

4. A graduated "step down" of building height will be encouraged between any proposed buildings on Block 3 that implement the maximum height provision of policy 2 above and the interface of Sunningdale Road.

5. Surface parking will be discouraged along the Sunningdale Road street frontages in order to establish a strong building/street interface in this area. Should surface parking be considered necessary, the parking area must be appropriately screened from the street.

6. Holding provisions will be applied to all zones in this area to guide site layout and building form. *(OPA 21)*

585 THIRD STREET

1073B_ In the Neighbourhoods Place Type at 585 Third Street, in addition to the uses permitted in the Neighbourhoods Place Type, a building or contracting establishment, service trade, and support office may be permitted as well as a warehouse in association with a permitted use with no outdoor storage for the permitted uses. *(OPA 21)*

403 THOMPSON ROAD

1073C_ In the Neighbourhoods Place Type at 403 Thompson Road a low-rise apartment building up to 4-storeys may be permitted. *(OPA 32)*

345 SYLVAN STREET

1073D_ In the Neighbourhoods Place Type at 345 Sylvan Street a low-rise apartment building up to 3-storeys may be permitted. *(OPA 33)*

465 SUNNINGDALE ROAD WEST

1073E_ For the lands in the Neighbourhoods Place Type located at 465 Sunningdale Road West, as shown on Map 7 – Specific Policy Areas, low-rise apartment buildings (4 storeys maximum) with frontage on a Neighbourhood Connector may be permitted. *(OPA 123)*

1074_ *Policy Deleted (OPA 78)*

2825 TOKALA TRAIL

1075_ In the Neighbourhoods Place Type applied to the lands located at 2825 Tokala Trail, convenience commercial uses may also be permitted on the ground floor of an apartment building, up to an overall maximum of 1,050m^2 of gross floor area, and oriented to a future or existing commercial development on lands to the immediate south.

539 AND 543 TOPPING LANE

1075A_ In the Neighbourhoods Place Type located at 539 and 543 Topping Lane, an apartment building shall be permitted with an upper maximum height of 4 storeys. *(OPA 122)*

733-747 WATERLOO STREET

1076_ For the properties located at 733-747 Waterloo Street office conversions may be permitted.

21 WHARNCLIFFE ROAD SOUTH

1076A_ In the Neighbourhoods Place Type at 21 Wharncliffe Road South, the existing building may be entirely adaptively re-used for an office conversion up to a maximum gross floor area of 2,750m^2 (29,596 sq. ft.). New construction shall be compliant with the relevant policies. *(OPA 21)*

651 WINDERMERE ROAD

1077_ In the Neighbourhoods Place Type applied to the lands located at 651 Windermere Road, a personal service establishment and medical/dental office are additional permitted uses subject to a gross floor area limitation of 500m^2.

556 WONDERLAND ROAD NORTH

1077A_ In the Neighbourhoods Place Type applied to the lands located at 556 Wonderland Road North, a self-storage establishment may be permitted.

584 AND 588 WONDERLAND ROAD NORTH

1077B_ In the Neighbourhoods Place Type at 584 and 588 Wonderland Road North, a mixed use building is permitted with a maximum of 390m^2 non-residential gross floor area, along with one dwelling unit. *(OPA 19)*

SITE SPECIFIC POLICIES IN THE HDR OVERLAY

1077C_ Within the High Density Residential Overlay (from 1989 Official Plan) the following Specific Policies apply. These site specific special policies are not intended to restrict the ability of these properties to develop in accordance with the general policies applicable to the Overlay:

1. For the lands located at 101 Base Line Road West, a maximum height of 11 storeys and a maximum density of 150 units per hectare will be permitted.
2. For the lands located at 129-139 Base Line Road West, a maximum height of 11 storeys and a maximum density of 150 units per hectare will be permitted.
3. For the lands located at 955 Commissioners Road East, a maximum height of 14 storeys and a maximum density of 150 units per hectare will be permitted.
4. For the lands located at 978 Gainsborough Road, a maximum density of 370 UPH and a maximum height of 17-storeys will be permitted. *(OPA 93)*
5. For the lands located at 129-139 Pond Mills Road, a maximum height of 13 storeys and a maximum density of 150 units per hectare will be permitted.
6. For the lands located at 1175 Riverbend Road, a maximum height of 16 storeys will be permitted.
7. For the lands located at 1266 Riverside Drive, a maximum height of 12 storeys and a maximum density of 268 units per will be permitted.
8. For the lands located at 2525 Sheffield Boulevard, a maximum height of 14 storeys and a maximum density of 150 units per hectare will be permitted.
9. For the lands located at 309 Southdale Road West, a maximum height of 14 storeys and a maximum density of 150 units per hectare will be permitted.
10. For the lands located at 329 Southdale Road West, a maximum height of 14 storeys and a maximum density of 150 units per hectare will be permitted.
11. For the lands located at 301 St. George Street, a maximum height of 15 storeys and a maximum density of 150 units per hectare will be permitted.
12. For the lands located at 2975 Tokala Trail, a maximum of 325 units and a maximum height of 15 storeys will be permitted.
13. For the lands located at 1095 Upperpoint Avenue, a maximum density of 250 units per hectare and a maximum height of 13 storeys will be permitted.
14. For the lands located at 160 Edgevalley Road, a maximum height of 12 storeys and a maximum density of 150 units per hectare will be permitted.

3392 WONDERLAND ROAD SOUTH

1077D_ For the lands in the Neighbourhoods Place Type located at 3392 Wonderland Road South, those "light industrial/employment" uses that do not result in significant noise, vibration and/or dust impacts shall be recognized as permitted uses within the existing building stock. To allow for the evolution and vitality of the existing business park, the eastern portion of the lands within the Neighbourhoods Place Type may evolve with a broader range of commercial uses in conformity with the permitted uses of the Shopping Area Place Type and Wonderland Road Community Enterprise Corridor. *(OPA 117)*

Institutional

OUR VISION FOR THE INSTITUTIONAL PLACE TYPE

1078_ Our Institutional Place Types apply to our largest educational facilities – Western University and its affiliated colleges and Fanshawe College. They also apply to our large health care centres and research institutes, including St. Joseph's Health Care and London Health Sciences Centre and several other large land areas that serve an institutional purpose. In addition, our institutional policies provide guidance for various other institutional and health related functions that may be located in other place types throughout the city.

1079_ Our educational, health care and research institutions play an enormous role in shaping our community and our economy. They offer services that Londoners value deeply, they attract talent and knowledge to our city and they contribute significantly to our economic prosperity. They also add tremendous social value to our city, helping those that need it the most. In 2035, our institutions will be burgeoning with knowledge, discovery, innovation, and services that benefit all Londoners. Our institutional centres will be well connected with the Downtown and the rest of London, making them easily accessible and integrated into the fabric of our community.

1080_ Our London will see the health care industry continue to reach out to communities by providing services embedded within neighbourhoods and commercial centres. Services such as imaging, walk-in clinics, family centres, wellness centres, and methadone clinics will be distributed throughout the city, providing a truly integrated and accessible model of health care.

ROLE WITHIN THE CITY STRUCTURE

1081_ Our institutions play a very large role in shaping the structure of our city, both now and as planned for the future. For example, the Rapid Transit Corridor along Richmond Street serves to connect Downtown to Western University, University Hospital and St. Joseph's Hospital. To the south, the Rapid Transit Corridor along Wellington Road connects Downtown London to the large hospital and research complex at Commissioners Road and Wellington Road. The connections help to support new partnerships created between our health care and education sectors with the intent of commercializing innovation.

1082_ These large centres will continue to grow and change over the life of this Plan and it is expected that some will evolve into a complex mix of research, education, health care, office, residential, retail, and service uses over time. Linking health care, research, and industry is a theme that is emerging in London and our institutions are playing a larger role in creating attractive innovation parks within our Industrial Place Types.

1083_ Other smaller institutional uses are embedded within Neighbourhoods and a variety of other place types throughout the city. Schools, places of worship, facilities for community groups and faith-based organizations, and small health care services are examples of uses that are integrated into our communities.

HOW WILL WE REALIZE OUR VISION?

1084_ We will realize our vision for our Institutional Place Types by implementing the following in all the planning we do and the public works we undertake:

1. Plan for Institutional Place Types with flexibility, to allow for their change and evolution over time and to create the context for new mixes of uses that may be advantageous to institutions in the future.
2. Support, and partner with, major institutions such as Western University, Fanshawe College, our hospitals and their affiliated research institutions.
3. Explore opportunities for collaborating with our institutions to create centres of excellence and other facilities that may create a competitive advantage for attracting new business and industry to London.
4. Ensure that civic infrastructure is planned to facilitate and accommodate growth and development in these districts.
5. Plan so that institutional places are integrated as important community resources and recognized focal points in our city.
6. Integrate institutional areas and adjacent neighbourhoods and place types from a mobility and urban design perspective.
7. Create strong pedestrian, cycling, and transit connections between the academic and health care communities to facilitate innovation and synergies across these prosperity hubs.
8. Protect institutional lands for future growth and expansion.
9. Create amenities within and around our institutional facilities to make them desirable places to work.
10. If an institutional use moves from a large site, a secondary plan may be required to establish a coordinated redevelopment plan.

PERMITTED USES

1085_ The following uses may be permitted within the Institutional Place Type:

1. A wide range of institutional uses may be permitted.
2. Accessory uses that are related to the use of these lands for institutional purposes may be permitted, including such things as: dormitories and residences, residential uses, offices, laboratories, services, and, where appropriate, light industrial uses that are compatible within their institutional context and the surrounding neighbourhood.
3. A limited amount of retail space may be permitted.
4. Mixed-use buildings may be permitted.
5. Prisons and detention centres may be permitted, where such uses are compatible with surrounding uses, and in accordance with federal and/or provincial requirements.
6. The full range of uses described above will not necessarily be permitted on all sites within the Institutional Place Type.

INTENSITY

1086_ The following intensity policies will apply within the Institutional Place Type:

1. Buildings within the Institutional Place Type will be a minimum of either two storeys or eight metres in height and a maximum of 15 storeys in height. *(OPA 124)*

2. The *Zoning By-law* will include regulations to ensure that the intensity of development is appropriate for individual sites.

3. The full extent of intensity described above will not necessarily be permitted on all sites within the Institutional Place Type. *(OPA 78)*

FORM

1087_ The following form policies will apply within the Institutional Place Type:

1. All planning and development applications will conform with the City Design policies of this Plan, any existing heritage conservation district plan, the *Ontario Heritage Act* and any other applicable guidelines.
2. Surface parking areas should be located in the rear and interior side yard. Underground parking and structured parking integrated within the building design is encouraged.
3. Public squares, urban parks and other social spaces should be incorporated into new development proposals and located in areas of high pedestrian activity, near transit stations or rapid transit corridors and at focal points within the district.
4. Transit stations on sites within the Institutional Place Type will be situated in prominent locations where there is a high level of pedestrian activity or where it can form a focal point for the site.
5. Robust tree planting will be encouraged on institutional lands, recognizing that such uses are often located on large lots and offer a significant opportunity to help achieve the canopy targets set in this Plan.
6. Cultural heritage resources will be conserved in conformity with the Cultural Heritage policies of this Plan and in accordance with the *Ontario Heritage Act*.

APPLICATIONS TO ADD NEW OR EXPAND EXISTING INSTITUTIONAL PLACE TYPES

1088_ *The London Plan* has identified sufficient lands associated with the City's major institutions to accommodate current and projected needs; however, there may be situations where new opportunities or changing mandates would require new or expanded lands to accommodate these uses. City Council may consider applications to add new lands to the Institutional Place Type.

1089_ Applications to add to or expand existing Institutional Place Types onto additional lands will be evaluated using the Planning and Development Application policies in the Our Tools part of this Plan, in addition to the following:

1. Applications for new or expanded Institutional Place Types will be required to clearly demonstrate the need for the proposed new Institutional Place Type or the proposed expansion onto additional lands, considering all other opportunities for development or redevelopment of lands identified for Institutional uses. This will include a review of the opportunities that have been created at appropriate locations in the form of vacant land, vacant space in existing buildings, and expansion, redevelopment and intensification opportunities on existing institutional sites.
2. Applications for new Institutional Place Types will be required to demonstrate that the proposed Institutional Place Type will not undermine the planned function of an existing institutional area or any other place type shown in the City Structure Plan and on Map 1 - Place Types.
3. The potential for an inappropriate intrusion of the Institutional Place Type into the adjacent residential neighbourhood.

PLANNING AND DEVELOPMENT APPLICATIONS

1090_ All planning and development applications will be evaluated based on the Planning and Development Applications section in the Our Tools part of this Plan.

POLICIES FOR SPECIFIC USES

1091_ The following policies relate to specific uses that have an institutional character but are typically small in scale and are intended to be integrated into locations outside of the Institutional Place Type. These uses will be subject to the policies of the place type in which they are located, in addition to the following policies. Where there is a conflict between the following policies and the more general policies of the relevant place type, these more specific policies shall prevail. These uses may also be located within the Institutional Place Type.

EMERGENCY CARE ESTABLISHMENTS

1092_ Emergency care establishments may be located on Civic Boulevards and Urban Thoroughfares and will be subject to the policies associated with the Place Type they are located in and the Planning and Development Applications policies in the Our Tools part of this Plan.

METHADONE CLINICS AND METHADONE PHARMACIES

> DEFINITION

1093_ Methadone maintenance treatment represents an important facet of health care delivery within the City of London. In general, methadone clinics are those clinics and medical offices that are used for the prescription and/or dispensing of methadone as more than an ancillary activity. Methadone pharmacies are those pharmacies that dispense methadone as more than an ancillary activity. The *Zoning By-law* will define these uses more precisely.

> LAND USE PLANNING GOALS

1094_ Two primary goals will guide land use planning for methadone clinics and methadone pharmacies:

1. Plan for these uses in locations that best meet the needs of those who use methadone clinics and methadone pharmacies.
2. Minimize the potential for land use conflicts that can be generated by methadone clinics or methadone pharmacies.

> PERMITTED LOCATIONS

1095_ Zoning to allow for methadone clinics and methadone pharmacies will be permitted only in the following place types, subject to meeting the goals, evaluation criteria, and the requirements of the applicable Place Type:

1. Institutional
2. Transit Village
3. Rapid Transit Corridor – not including Main Street and Preserve Segments
4. Urban Corridor
5. Shopping Area

> EVALUATION CRITERIA FOR REQUIRED ZONING BY-LAW AMENDMENT

1096_ Zoning to allow for methadone clinics and methadone pharmacies will be established through a zoning by-law amendment to allow for a community consultation process. Zoning amendments to permit methadone clinic and methadone pharmacy uses will be allowed only in conformity with the policies of the place type in which they are located and all of the following criteria:

1. Sites must be well served by public transit.
2. Property boundaries for proposed methadone clinics and methadone pharmacies must be a minimum of 300 metres from any elementary or secondary school property.

3. Property boundaries for proposed methadone clinics and methadone pharmacies must be a minimum of 300 metres from any municipal library, municipal pool, municipal arena or the Western Fairgrounds.

4. Sites must be large enough to accommodate parking requirements.

1097_ The *Zoning By-law* will identify standards for new and expanded methadone clinics and methadone pharmacies to ensure all of the following:

1. Adequate automobile parking.
2. Adequate bicycle parking facilities.
3. Adequate waiting room floor areas.

> PUBLIC SITE PLAN REQUIREMENTS

1098_ The *Zoning By-law* will require that all proposals for new and expanded methadone clinics and methadone pharmacies will be subject to a public site plan process. The integration of *Crime Prevention Through Environmental Design* (CPTED) principles and the discrete location of clinic entrances will be considered, in balance with other relevant site plan considerations, through the site plan review process.

SUPERVISED CORRECTIONAL RESIDENCES

1099_ Supervised correctional residences, as defined in the Glossary of this Plan, may be permitted in appropriate locations within the Institutional Place Type. They may also be permitted within the following place types, subject to a zoning amendment and the applicable policies within those place types:

1. Rapid Transit Corridor
2. Urban Corridor
3. Shopping Area
4. Neighbourhoods

SUPERVISED CONSUMPTION FACILITIES AND TEMPORARY OVERDOSE PREVENTION SITES

> GENERAL POLICY APPROACH

1099A_ Supervised consumption facilities and temporary overdose prevention sites will be planned such that they:

1. Meet the needs of those who they are designed to serve.
2. Avoid land use conflicts.

Supervised consumption facilities and temporary overdose prevention sites may be permitted within any Place Type, subject to a zoning by-law amendment and all of the policies of this Plan. *(OPA 1)*

> EVALUATION CRITERIA FOR LOCATING SUPERVISED CONSUMPTION FACILITIES AND TEMPORARY OVERDOSE PREVENTION SITES

1099B_ The following evaluation criteria will be used when considering applications for zoning by-law amendments to support supervised consumption facilities and temporary overdose prevention sites to ensure that they are appropriately located:

1. Locations that meet the needs of those who they are designed to serve:

a. Within close proximity to, or near, communities where drug consumption is prevalent.

b. Well serviced by transit.

c. Discrete, allowing for resaonable privacy for those using the facility.

d. Separated from busy pedestrian-oriented commercial areas.

e. Separated from public spaces that generate pedestrian traffic or may generate large crowds from time to time.

f. Close to an area with other drug addiction related support services.

2. Locations that avoid land use conflicts:

a. Separated from busy commercial areas or active public spaces that could generate conflicts between the general public and those leaving supervised consumption facilities after consuming.

b. Seperated from parks.

c. Separated from key pedestrian corridors.

d. Separated from elementary or secondary school properties.

e. Separated from municipal pools, arenas and community centres and the Western Fairgrounds.

f. Not located within the interior of a residential neighbourhood.. *(OPA 1)*

> SITE AND FACILITY DESIGN REQUIREMENTS FOR SUPERVISED CONSUMPTION FACILITIES AND TEMPORARY OVERDOSE PREVENTION SITES

1099C_ Supervised consumption facilities and temporary overdose prevention sites should be designed to:

1. Incorporate the Crime Prevention Through Environmental Design (CPTED) principles of natural surveillance, natural access control and natural territorial reinforcement
2. Meet provincial regulations, the policies of this plan, and municipal by-laws relating to accessibility
3. Orient building entrances to allow for discrete entry and exit while ensuring visual surveillance and safety
4. Allow for easy visual surveillance of the facility and its surrounding site from the street
5. Avoid opportunities for loitering, such as the installation of seating areas or landscape features that can be used for seating
6. Ensure that interior waiting areas and vestibules of the facility are adequately sized to avoid line-ups or waiting outside of the building. Through the Zoning By-law amendment process, establish a minimum intake and waiting area per consumption booth, and a minimum post-consumption area per consumption booth to be established in the Zoning By-law.
7. Through the Zoning By-law amendment process, establish a minimum intake and waiting area per consumption booth, and a minimum post-consumption area per consumption booth to be established in the Zoning By-law. *(OPA 1)*

> NEIGHBOURHOOD CONSULTATION FOR SUPERVISED CONSUMPTION FACILITIES AND TEMPORARY OVERDOSE PREVENTION SITES

1099D_ Consultation is required by the Federal government in order to gain approval for the operation of supervised consumption facilities.

In addition to this requirement, proponents of supervised consumption facilities and temporary overdose prevention sites must host a community meeting with property owners, business owners, and residents within a minimum of 250m of the proposed site to describe the proposal and operational management plans for the facility. The community meeting must be held in advance of submitting an application for a Zoning By-law amendment to permit a Supervised Consumption Facility.

Proponents are required to document the information received and identify how their proposal responds to the comments identified at the community meeting. This document shall be required as part of a complete application for a Zoning Bylaw amendment to permit a Supervised Consumption Facility or Temporary Overdose Prevention Site.

To ensure that an ongoing consultation occurs after a Supervised Consumption Facility or Temporary Overdose Prevention Site is approved, the proposal for a Supervised Consumption Facility or Temporary Overdose Prevention Site shall also include a consultation plan for regular engagement with the surrounding community. Such a consultation plan shall include at least one community meeting per year and the identification of a primary contact at the facility able to address neighbourhood concerns regarding the ongoing operation of the facility. *(OPA 1)*

> CONCEPTUAL SITE PLAN FOR SUPERVISED CONSUMPTION FACILITIES AND TEMPORARY OVERDOSE PREVENTION SITES

1099E_ The submission of a conceptual site plan as part of the complete application for a Zoning By-law Amendment to permit a Supervised Consumption Facility or Temporary Overdose Prevention Site will be required.

The purpose of the conceptual site plan is to indicate how the site design criteria have been addressed and to allow the public the opportunity to comment on site plan matters during consideration of the proposed Zoning By-law Amendment to permit a Supervised Consumption Facility or Temporary Overdose Prevention Site use.

The proposed design and conceptual site plan will be provided to the site plan approval authority along with comments received regarding the design. Where site plan approval is not required, the proposed design along with comments received regarding the design will be forwarded to the relevant Federal or Provincial ministry considering the application for a Supervised Consumption Facility or Temporary Overdose Prevention Site. *(OPA 1)*

> TEMPORARY OVERDOSE PREVENTION SITES

1099F_ Temporary Overdose Prevention Sites may be permitted within any Place Type subject to a zoning by-law amendment and all of the policies of this Plan. Temporary Overdose Prevention Sites will only be permitted through the use of a temporary zone and any such zone will not extend beyond a period of two years.

Temporary overdose prevention sites are intended to address an urgent public health emergency and are only permitted in the case of a declared public health emergency. They are intended to be temporary in nature. All of the siting and design criteria identified for supervised consumption facilities and temporary overdose prevention sites may not be achievable for temporary overdose prevention sites. These facilities may not be permitted within the interior of a residential neighbourhood or near an elementary or secondary school.

In order to address an urgent public health emergency, processes relating to zoning by-law amendment applications for temporary overdose prevention sites may be expedited. The Neighbourhood Consultation for Supervised Consumption Facilities and Temporary Overdose Prevention Sites policies shall apply to Temporary Overdose Prevention Sites. The consultation measures may be undertaken concurrently with an application for a Zoning By-law Amendment, and are to be completed prior to a decision on the application. *(OPA 1)*

SPECIFIC POLICIES FOR THE INSTITUTIONAL PLACE TYPE

1100_ The following policies relate to specific sites or areas within the Institutional Place Type. These policies serve to augment the general policies for Institutional uses. Where there is a conflict between the following policies and the more general Institutional Place Type policies, these more specific policies shall prevail. Areas subject to specific policies are shown on Map 7 – Specific Policy Areas.

BASELINE OFFICE AREA

1101_ For the lands on the north side of Baseline Road and west side of Westminster Avenue, east of the Rapid Transit Corridor as shown on Map 1, office uses that are not accessory to an institutional use may be permitted up to a maximum of 5,000m^2 per building.

754-760 BASE LINE ROAD EAST

1101A_ At 754-760 Base Line Road East, in addition to the permitted uses of the Institutional Place Type and the Baseline Office Area Specific Policy Area, residential uses that are not accessory to an institutional use may be permitted in the form of a low rise apartment building up to a maximum height of 4 storeys and a maximum density of 75 units per hectare. Development above 75 units per hectare, up to a maximum of 165 units per hectare may only be permitted subject to a site-specific zoning by-law amendment where the site and building design mitigates the impacts of the additional height and/or density in conformity with the Our Tools part of this Plan. Enhanced landscaped open space should be incorporated in the site design to provide amenity areas for the increased number of dwelling units. *(OPA 20) (OPA 78)*

WESTERN FAIRGROUNDS

1102_ The Western Fair Association represents a unique institutional use that has served a support function for the agricultural industry, industrial community, and the residents of London and area for over 100 years. Recreational and entertainment uses relevant to the Western Fair Association's roots have long existed on the Fairgrounds and have expanded in range and size over time. It is expected that this entertainment component will continue to grow in a positive way to complement both the Fairgrounds and the Old East Village. In addition to the range of uses permitted in the Institutional Place Type, entertainment and recreational uses may be permitted. Hotels will also be permitted.

1103_ Where new development on the Fairgrounds abuts a street, the building shall be designed to orient the front face and primary entrance toward the street. Parking on the Fairgrounds will be screened with low walls and enhanced landscaping to create a comfortable and attractive pedestrian environment.

ABB

Industrial

OUR VISION FOR THE INDUSTRIAL PLACE TYPES

1104_ At the core of *The London Plan* is the goal of planning for a prosperous London. A big part of London's prosperity in 2035 will rely on the growth of our industrial sector. In 2014 almost one-third of all of London's employment occurred within our Industrial Place Types – what the *Provincial Policy Statement* would refer to as employment lands. These lands house many of our industries that create long-term jobs that have positive economic spin-off throughout our city.

1105_ Our Plan has blended a range of economic opportunities in our Downtown and Rapid Transit Villages, our major institutional centres such as our hospitals, university and colleges, and our invaluable agricultural lands. And, through the Industrial Place Types we have created another important range of opportunities for manufacturing, processing, assembly, logistics, construction, research, and a multitude of other industrial activities that will pave the way for our prosperity over the next 20 years.

1106_ In 2035 our industrial sector will be burgeoning. Capitalizing on the quality of life in our city as one of our strongest marketing tools, we will be highly attractive to a youthful labour force and the best and the brightest that many companies are looking for. We will be strongly connected to the region and the world with our valuable Highway 401 and 402 corridors which we will use to brand and market to millions of potential investors that pass along our part of the NAFTA Superhighway each day. The technology stemming from our hospitals, university, and colleges will shine through to those looking for innovation and excellence and we'll need to make attractive provision for these forms of development within our industrial land offering. We will blend the industrial sectors that have been pillars of growth in London for decades with new sectors that will provide abundant opportunities for economic activity.

ROLE WITHIN THE CITY STRUCTURE

1107_ Industrial Place Types represent a critical part of our City Structure – where one-third of Londoners work and where many of the goods and services we produce as a city are designed, manufactured, processed, assembled and then transported to the world. These lands have been strategically located where there is a strong demand for them and where they are well connected to the region and the world – locations that have easy access to rail, the airport, major highways, and the existing industrial sectors that have evolved over time. Many of the industrial lands in the core of our city that formed 50 to 100 years ago are losing their attraction, and some are now transitioning to new uses that create both employment and opportunity for new urban neighbourhoods.

1108_ *The London Plan* establishes three separate Industrial Place Types that are all addressed in this chapter and shown on Map 1 – Place Types, to recognize their collective role in providing industrial opportunities in London:

1. Heavy Industrial
2. Light Industrial
3. Commercial Industrial

HEAVY INDUSTRIAL PLACE TYPE

1109_ The Heavy Industrial Place Type is where those industries that generate significant planning impacts, such as noise, vibration, air emissions, hazardous materials, and unsightly outdoor storage, will be permitted. These uses will be physically separated from other uses to avoid land use conflicts and to allow them to operate effectively without regular complaints from adjacent uses. Appropriate attention will be placed on the stormwater management and sanitary sewer discharge of these uses.

LIGHT INDUSTRIAL PLACE TYPE

1110_ The Light Industrial Place Type is where industries generating more minimal planning impacts will be permitted. It is appropriate to separate these uses from heavier industrial users, to avoid land use conflicts and to allow for positive industrial environments. It may also be necessary to separate some uses within the Light Industrial Place Type from sensitive land uses on adjacent lands.

1111_ The Light Industrial Place Type may also contain Innovation Parks that focus on such things as light manufacturing, research and development, and the integration of knowledge-based functions with industrial production. These Innovation Parks need to provide a context that is attractive to the knowledge-based workers that these businesses recruit, and also to provide an environment that can support and enhance the image of the businesses that locate within them.

COMMERCIAL INDUSTRIAL PLACE TYPE

1112_ The Commercial Industrial Place Type is where commercial uses will be directed that do not fit well within our commercial and mixed-use place types, due to the planning impacts that they may generate. Permitted commercial uses will have a tolerance for planning impacts created by a limited range of light industrial uses which may also be located within this place type. The Commercial Industrial Place Type will be located in automobile and truck dominated environments, away from neighbourhoods and pedestrian-oriented streetscapes.

HOW WILL WE REALIZE OUR VISION?

1113_ We will realize our vision for the Industrial Place Types by implementing the following in all the planning we do and the public works we undertake:

1. Separate heavy and light industrial uses to avoid land use conflicts.
2. Understand the needs and demands of the sectors we hope to attract, and plan for industrial lands in strategically attractive locations.
3. Promote a broad industrial land base in the City of London through the provision of a wide choice of locations, lot sizes, services, and street and rail access in order to accommodate a wide range of target industrial sectors and industrial uses.
4. Extend services in a logical fashion to maximize opportunities while growing in an efficient and cost-effective way.
5. Prepare and implement a long-term industrial land development strategy to invest in servicing, and develop industrial parks that attract industrial enterprises to London.
6. Design and develop industrial parks that have strong amenities for employees and attractive settings for industrial investment.
7. Attract and establish facilities and industrial-related centres of excellence that create a competitive industrial advantage for London and support the growth of industrial sectors.
8. Capitalize upon our proximity to the 401 and 402 highway corridors by providing opportunities for highway frontage and sites that are highly accessible to these highways.
9. In accordance with the Ministry of Transportation's applicable regulations and guidelines, improve the aesthetic quality and character of the Highway 401 and 402 corridors by establishing a plan for theming segments of the corridor, introducing enhanced

landscaping in rear yards, and establishing public monuments and public realm enhancements, screening open storage areas and ensuring that future development along these corridors enhances London's image through site layout and building design.

10. Beautify the Veterans Memorial Parkway, creating a strong linkage of industrial opportunity between the airport and Highway 401.

11. Create strong north-south connections on the eastern and western extremities of our city.

12. Protect and enhance London's freight rail services, in collaboration with the relevant railways.

13. Ensure that we do not undermine our critical Downtown office market by allowing for large amounts of non-accessory office development outside of the core – either through large-scale office buildings or through the aggregate of many medium- or small-scale office buildings.

14. Explore ways to coordinate with other municipalities within our southwestern Ontario region to develop mutually beneficial infrastructure that will assist the region as a whole.

15. Keep the majority of commercial uses out of our Heavy and Light Industrial Place Types.

16. Direct commercial uses that do not fit well within our commercial and mixed-use place types to identified Commercial Industrial areas.

17. City Council may prepare a community improvement plan where, in the opinion of Council, one is desirable because of age, dilapidation, overcrowding, faulty arrangement, unsuitability of buildings or for any other environmental, social, or community economic development reason.

18. City Council may prepare secondary plans or guidelines that allow for the development of industrial areas in a coordinated fashion.

PERMITTED USES

PERMITTED USES IN HEAVY INDUSTRIAL PLACE TYPE

1114_ The following uses may be permitted in the Heavy Industrial Place Type:

1. A broad range of industrial uses that may impose impacts on surrounding land uses due to their emissions such as noise, odour, particulates, and vibration, may be permitted.
2. Uses that have large amounts of outdoor storage.
3. Industrial uses that are sensitive to noise, odour, particulates, vibration, and other impacts that may be generated by surrounding industrial land uses will not be permitted as they may preclude or hinder the operation of the intended heavy industrial uses in this place type.
4. Service trades, public and private utilities and related facilities, large storage facilities, contractors yards, transportation terminals and heavy equipment sales and services, and residential and other source recycling facilities may be permitted provided they will not detract from the industrial operations of the heavy industrial area.
5. Accessory office uses of any scale will be permitted.
6. Small-scale service offices may be permitted.
7. General offices and medical offices and clinics will not be permitted.
8. Uses that are not compatible with heavy industrial uses will not be permitted, to ensure that there are no encumbrances to the operation of the uses primarily intended for this place type.
9. The Province's *D-series Guidelines* will be implemented to ensure that industrial uses and sensitive land uses are not located inappropriately close to one another.
10. The following uses may be permitted only in appropriate locations, subject to a zoning by-law amendment application and full planning analysis:
    a. Automotive body shops, provided that their location and operation will not detract from the industrial operations of the surrounding area.
    b. Salvage yards.
    c. Waste disposal sites and transfer stations, subject to meeting the requirements of the Ministry of the Environment, Conservation and Parks and other ministries in accordance with all relevant legislation, policies and guidelines.
    d. Automobile service stations or gas bars if they are located on a Civic Boulevard.
    e. Recycling and composting facilities in conformity with the Diversion - Reducing, Reusing, Recycling, Composting and Recovery policies in the Civic Infrastructure chapter and the Specific Policies for Composting and Recycling Facilities section in this chapter. Specialized recycling facilities; construction and demolition recycling facilities; and channel, in-vessel and windrow composting facilities may be permitted.
    f. To provide convenient services to those who work in the Heavy Industrial Place Type, small-scale retail and service uses that will not detract from the industrial operations of the surrounding lands may be permitted, up to 1,000m^2. Uses within these categories that generate high automobile traffic will not be permitted.
    g. Solid waste treatment and processing facilities serving a plant on the same site are permitted in the Heavy Industrial Place Type, subject to receipt of an Environmental Compliance Approval issued by the Ministry of the Environment, Conservation and Parks.

h. Waste transfer stations or storage areas, and facilities for storing hazardous waste will be permitted only on lands in the Heavy Industrial Place Type and lands within the Waste Management Resource Recovery Area Place Type. They will require an amendment to the *Zoning By-law* and also require the approval of the Ministry of the Environment, Conservation and Parks , including certification under the *Environmental Protection Act*. They will be planned, designed, operated, and maintained in such a way as to promote compatibility with adjacent, existing and future land uses, and to minimize any adverse impacts on the natural environment and surrounding area.

i. All planning and development proposals which may potentially generate or store hazardous waste will be required to ensure that the location and operation of such developments will not adversely affect the health and safety of the public and the natural environment. The proponent shall be responsible for obtaining all necessary approvals from the appropriate authorities.

11. The full range of uses described above will not necessarily be permitted on all sites within the Heavy Industrial Place Type. *(OPA 21) (OPA 78)*

PERMITTED USES IN LIGHT INDUSTRIAL PLACE TYPE

1115_ The following uses may be permitted in the Light Industrial Place Type:

1. A broad range of industrial uses that are unlikely to impose significant impacts on surrounding light industrial land uses due to their emissions such as noise, odour, particulates and vibration, may be permitted.

2. Industrial uses with large amounts of outdoor storage may not be permitted in the Light Industrial Place Type, dependent upon the character of the surrounding industrial area, specific policies at the end of this chapter, or any applicable guideline documents.

3. Warehouses may be permitted.

4. Small-scale service office uses may be permitted.

5. Accessory office uses of any scale will be permitted.

6. General offices will not be permitted.

7. Uses that are not compatible with light industrial uses will not be permitted, to ensure that there are no encumbrances to the operation of the uses primarily intended for this place type.

8. Service trades and contractors shops may be permitted.

9. The Province's *D-series Guidelines* will be implemented to ensure that industrial uses and sensitive land uses are not located inappropriately close to one another.

10. The following uses may be permitted only in appropriate locations, subject to a zoning by-law amendment application and full planning analysis:

    a. Automotive body shops, provided that their location and operation will not detract from the industrial operations of the surrounding area.

    b. Automobile service stations or gas bars if they are located on a Civic Boulevard.

    c. To provide convenient services to those who work in the Light Industrial Place Type, small-scale retail and service uses that will not detract from the industrial operations of the surrounding lands may be permitted, up to 1,000m^2. Uses within these categories that generate high automobile traffic will not be permitted.

    d. Recycling and composting facilities in conformity with the Diversion - Reducing, Reusing, Recycling, Composting and Recovery policies in the Civic Infrastructure chapter and the Specific Policies for Composting and Recycling Facilities section in this chapter.

11. An accessory retail use may be allowed in connection with a permitted industrial use provided the retail component is clearly ancillary to the industrial use of the property, is directly related with the products being made or assembled on site, is smaller in floor area than the industrial uses to which it is ancillary, is carried on within the main building of the industrial use, and does not generate traffic or parking that may have an adverse impact on adjacent properties.

12. Outdoor patios in association with craft brewery and artisan workshop establishments may be permitted subject to a minor variance, provided they meet the following criteria:

    a. A craft brewery or artisan workshop establishment is permitted through zoning.

    b. The location and operation of the proposed outdoor patio will not impose inappropriate impacts on the industrial operations or residential uses in the surrounding area. Where necessary, conditions of the minor variance will be required to mitigate impacts.

    c. The outdoor patio capacity, location with respect to residential uses, outdoor lighting, loading, and parking criteria outlined in the *Zoning By-law* are addressed.

    d. Site-specific issues relating to the context and site layout of the outdoor patio are addressed.

13. The full range of uses described above will not necessarily be permitted on all sites within the Light Industrial Place Type. *(OPA 21) (OPA 78)*

> INNOVATION PARKS

1116_ Within the Light Industrial Place Type, zoning regulations may be utilized to establish an appropriate context for Innovation Parks. In addition to the permitted use policies identified above for the Light Industrial Place Type, the following policies shall apply and prevail over the Light Industrial policies in the event of a conflict:

1. Innovation Parks may allow for the clustering of research, development and commercialization uses such as research centres, laboratories, industrial-related centres of excellence, testing facilities, light assembly and light manufacturing uses, training facilities and related support uses.

2. Medium-scale office uses of up to 5,000m^2 that are in association with these facilities may also be permitted provided they are not general offices, and where it can be shown that they are directly related to the research and development park activity and that their location outside of the Downtown will not have a negative impact on the health of the Downtown office market. Limits may be placed on the aggregate floor area of office uses within a research and development park.

3. Small amounts of retail and service development may be permitted to serve the employees of these parks, provided these uses do not generate high automobile traffic.

4. Uses within these areas may allow a very limited amount of outdoor storage.

5. Design requirements applied to these areas will be of the highest standard within the industrial classification, to attract new investment into these parks and also to provide an environment that allows business to attract a high-quality labour force.

6. These areas may be identified by specific policies at the end of this chapter. However, a specific policy will not be required to plan for such areas through the use of zoning regulations and recognizing existing or planned clusters of such uses within the Light Industrial Place Type. *(OPA 21)*

1117_ Specific policies may be provided for individual Innovation Parks in the Specific Policies section of this chapter.

PERMITTED USES IN COMMERCIAL INDUSTRIAL PLACE TYPE

1118_ The Commercial Industrial Place Type will accommodate commercial uses that do not fit well within the context of our commercial and mixed-use place types. These commercial uses tend to have a quasi-industrial character, whereby they may be designed with large outdoor storage areas, impound areas with high fences, heavy equipment on-site, or large warehouse components that don't integrate well within streetscapes and neighbourhoods. They may also generate noise, vibration, emissions and other planning impacts beyond those that would be expected within a commercial or mixed-use context.

1119_ The following uses may be permitted in the Commercial Industrial Place Type:

1. Commercial uses that do not fit well within the Downtown, Transit Village, Rapid Transit Corridor, Urban Corridor, Shopping Area, and Main Street Place Types due to their planning impacts may be permitted. Such impacts may stem from:
    a. Large outdoor storage areas.
    b. Impound areas.
    c. Large warehouses.
    d. Storage, display, or parking of heavy equipment.
    e. Noise, vibration or emission impacts that exceed those that are expected within a commercial context.
    f. Large volumes of regular truck traffic.
    g. Large structures that have a negative visual impact, such as domes or large out-buildings.
2. Commercial recreation, places of assembly and places of worship may be permitted where appropriate.
3. Commercial uses intended for the Downtown, Transit Village, Rapid Transit Corridor, Urban Corridor, Shopping Area, and Main Street Place Types will not be permitted.
4. Commercial uses that are sensitive to noise, vibration, emissions, the visual impact of outdoor storage, and the other potential impacts that may be generated by uses in this place type will not be permitted.
5. Self-storage warehouses may be permitted.
6. A very limited amount of small-scale retail and service uses may be permitted in these areas to serve those that work in these place types or surrounding employment areas. Such uses will be located on the periphery of the place type, adjacent to a Civic Boulevard.
7. A limited range of light industrial uses may be permitted that are compatible with the commercial uses permitted in this place type.
8. The Province's *D-series Guidelines* will be implemented to ensure that the uses permitted in this place type and sensitive land uses are not located inappropriately close to one another.
9. The full range of uses described above will not necessarily be permitted on all sites within the Commercial Industrial Place Type.

PERMITTED USE POLICIES FOR ALL INDUSTRIAL PLACE TYPES

> COMPOSTING AND RECYCLING FACILITIES

1120_ Composting and recycling facilities are preferred within the Heavy Industrial Place Type and the Waste Management Resource Recovery Area, but may also be permitted within the Light Industrial Place Type where appropriate. The location of composting facilities and recycling facilities will require an amendment to the *Zoning By-law*. If the proposed operation requires an Environmental Compliance Approval from the Ministry of the Environment, Conservation and Parks, such Approval shall be applied for concurrent with the application for a zoning by-law amendment such that the public process and City Council consideration will have the opportunity of providing input into the conditions of the Environmental Compliance Approval. Final reading of the zoning by-law amendment will be withheld or a holding provision may be applied to require the Environmental Compliance Approval process as a pre-condition. Such facilities must be planned, designed, operated and maintained in such a way as to promote compatibility with adjacent, existing and future land uses, and to minimize any adverse impacts on the natural environment. *(OPA 78)*

> TRANSITION FROM INDUSTRIAL USES

1121_ Remnant industrial parcels may exist within residential neighbourhoods, in locations where they are no longer compatible with surrounding land uses. On such parcels we will support the relocation of any remaining industrial land uses and the repurposing of these parcels for land uses that are compatible with the neighbourhood context.

1122_ A review of these areas may be initiated based on a planning application, a comprehensive review, or a City Council direction to initiate a community improvement plan or secondary plan, subject to the policies of the *Provincial Policy Statement*.

1123_ The Province's *D-series Guidelines* will be implemented to ensure that industrial uses and sensitive land uses are not located inappropriately close to one another.

INTENSITY POLICIES FOR ALL INDUSTRIAL PLACE TYPES

1124_ The following intensity policies apply within all Industrial Place Types:

1. Industrial uses will be encouraged to utilize land efficiently. High building coverage ratios and high employment densities will be sought wherever possible.
2. The intensity of industrial uses may be moderated by zoning regulations, where appropriate, to limit the extent of their noise, vibration, dust and odour emissions.
3. Height within the Commercial Industrial Place Type will not exceed two storeys.
4. Accessory office uses will not be limited in size provided they meet the definition of accessory office.
5. Service offices will be no larger than 2,000m^2.
6. The *Zoning By-law* will include regulations to ensure that the intensity of development is appropriate for individual sites.
7. The full extent of intensity described above will not necessarily be permitted on all sites within the applicable Industrial Place Type.

FORM POLICIES FOR ALL INDUSTRIAL PLACE TYPES

1125_ The following form policies apply to all Industrial Place Types:

1. City Council may prepare urban design guidelines to establish design goals and direction for new industrial development.
2. It is an important goal of this Plan to present a positive image of London to the high volume of people travelling along the Highway 401/402 corridor. Development adjacent to these corridors will present a high quality of design and enhanced landscaping and tree planting will be required.
3. Enhanced landscaping and improvements to the visual quality of existing industrial development adjacent to Highways 401 and 402 will be encouraged. City Council may establish incentives to induce these improvements.
4. Industrial sites along the Veterans Memorial Parkway will be developed with high-quality design and enhanced landscaping with an abundance of tree planting to contribute to the iconic parkway image as a monument to Canada's war veterans.

5. Large open storage areas will be screened with fencing and landscaping that is appropriate within the surrounding context and view corridors.

6. Loading facilities will be located in areas that minimize visual impact to other industrial uses and the street.

7. Sites will be large enough to accommodate on-site truck movements for loading, unless it is deemed appropriate to utilize streets where there are no viable alternatives.

8. Office components of industrial buildings should be strategically located to take advantage of important views from entrances to industrial parks or from adjacent streets.

9. Industrial parks should be designed to accommodate passive recreation spaces, integrated trails, small parks, and other amenity areas for employees. Development of individual sites within an industrial park should accommodate appropriate connections in keeping with the park's plan.

10. Subdivision, site and building layout will be designed to be transit-supportive where appropriate.

11. Guideline documents may be prepared for all industrial areas or for specific industrial parks.

GREEN INDUSTRIAL DEVELOPMENT

1126_ Wherever practical, green development practices will be incorporated into the development of new industrial parks and the redevelopment of existing industrial parks. This is intended to serve as a promotional tool for London to those businesses that wish to promote themselves as green businesses, to save businesses operating costs, and to provide environmental benefits within industrial areas. Green development practices that will be considered in the design of industrial parks include:

1. District energy, geothermal energy systems, and bio-mass energy production.

2. Rainwater harvesting and greywater usage for irrigation and other purposes.

3. Recycled building materials.

4. Secure bicycle lock-up facilities, showers and lockers.

5. Bikeshare and carshare fleets.

6. Xeriscaping.

7. Pervious paving treatments, where appropriate.

8. Re-use of waste heat within the same building that produces this heat, or in surrounding buildings.

9. Enhanced and strategic tree planting to achieve maximum environmental benefits.

10. White roofs and green roofs.

11. Other site development and building techniques that will reduce energy consumption, reduce water usage, and improve air quality.

APPLICATIONS TO EXPAND INDUSTRIAL PLACE TYPES

1127_ The Industrial Place Types as shown on Map 1 are adequate to accommodate growth for the next 20 years based on City Council's adopted growth forecasts. However, if industrial growth exceeds expectations, there may be a need to add new industrial lands to the Urban Growth Boundary. Such expansion will only be permitted at the time of a comprehensive review and only where it has been demonstrated that:

1. Sufficient opportunities for growth are not available through intensification, redevelopment and designated growth areas to accommodate the projected needs over the identified planning horizon.

2. The infrastructure and public service facilities which are planned or available are suitable for the development over the long term and protect public health and safety.

3. In prime agricultural areas:
    a. The lands do not comprise specialty crop areas.
    b. There are no reasonable alternatives which avoid prime agricultural areas.
    c. There are no reasonable alternatives on lower priority agricultural lands in prime agricultural areas.
    d. The new or expanding settlement area is in compliance with the *Minimum Distance Separation Implementation Guidelines and Formulae*.
4. Impacts from new or expanding settlement areas on agricultural operations which are adjacent or close to the settlement area are mitigated to the extent feasible.

PLANNING AND DEVELOPMENT APPLICATIONS

1128_ All planning and development applications will be evaluated based on the Planning and Development Applications section in the Our Tools part of this Plan.

1129_ The conversion of lands in an Industrial Place Type to another place type shall be consistent with the *Provincial Policy Statement*.

SPECIFIC POLICIES FOR THE INDUSTRIAL PLACE TYPES

1130_ The following policies relate to specific sites or areas within the Industrial Place Types. These policies serve to augment the general policies for the Industrial Place Type. Where there is a conflict between the following policies and the more general Industrial Place Type policies, these more specific policies shall prevail. Areas subject to specific policies are shown on Map 7 – Specific Policy Areas.

LIGHT INDUSTRIAL SPECIFIC POLICIES

> 1111 ELIAS STREET

1131_ On the property at 1111 Elias Street non-industrial office space and accessory warehouse space may be permitted within the existing building resulting in a total maximum gross floor area of 2,130m^2 of non-industrial office use in association with no less than 560m^2 of warehouse use. *(OPA 78)*

> HORTON STREET CORRIDOR WEST

1132_ The area bounded by Horton Street on the south, Richmond Street on the east, the Thames River on the west and the rail lines on the north, may be developed for uses allowed in the Light Industrial Place Type, other than hotels and motels. To avoid land use compatibility and mobility problems, and to provide for a form of development that is appropriate for a Downtown fringe area, proposals for the development of new light industrial uses will require an amendment to the *Zoning By-law*.

1132A_ *Policy Deleted (OPA 21) (OPA 124)*

> 2150 OXFORD STREET EAST

1132B_ In the Light Industrial Place Type at 2150 Oxford Street East, in addition to the uses permitted in the Light Industrial Place Type, offices will be permitted in Phase 2 of the development up to a maximum gross floor area of 2,200m^2 (23,680.6 sq. ft.). *(OPA 21)*

> 4645 WELLINGTON ROAD SOUTH

1133_ In the Light Industrial Place Type located at 4645 Wellington Road South, in addition to uses permitted in the Light Industrial Place Type, a residential and other source recycling facility including wood recycling, a waste transfer station not including hazardous waste, an in-vessel composting facility and a channel composting facility are permitted.

> 920 WILTON GROVE ROAD

1134_ In the Light Industrial Place Type at 920 Wilton Grove Road, the headquarter offices of a charitable organization may be permitted on the existing property. Such uses as training and conference facilities and public education programs associated with the charitable office uses, and assembly hall uses may also be permitted. The division of the land to permit the establishment of a separate charitable institution on the site shall be discouraged.

> 1577 AND 1687 WILTON GROVE ROAD

1134A_ In the Light Industrial Place Type at 1577 and 1687 Wilton Grove Road, in addition to the uses permitted in the Light Industrial Place Type, food, tobacco, and beverage processing industries may also be permitted. *(OPA 21)*

> 3425 ROE STREET

1135_ In the Light Industrial Place Type at 3425 Roe Street, in addition to the permitted uses in the Light Industrial Place Type, a self-storage establishment may also be permitted.

> EXETER/WHITE OAK LANDS

1136_ The lands shown on Map 7 south of, and abutting, Exeter Road, east of White Oak Road, and west of the Marr Drain are to be considered as transitional industrial lands within the Light Industrial Place Type.

1137_ In addition to existing industrial uses, only those uses that are permitted within the Light Industrial Place Type that are located within enclosed buildings, require no outdoor storage and are unlikely to cause adverse impacts with respect to such matters as air, odour or water impacts, dust, or excessive vibration and noise levels may be permitted. These may include such uses as warehousing, research and communication facilities; laboratories; printing and publishing establishments; warehouse and wholesale outlets; technical, professional and business services such as architectural, engineering, survey or business machine companies; commercial recreation establishments; private clubs; private parks; restaurants; hotels and motels; service trades; and contractors' shops that do not involve open storage. *(OPA 21)*

1138_ The Province's *D-series Guidelines* will be implemented to ensure that industrial uses and existing and planned sensitive land uses are not located inappropriately close to one another.

1139_ All uses adding, emitting, or discharging a contaminant into the natural environment that are required to obtain an Environmental Compliance Approval from the Ministry of the Environment, Conservation and Parks as required by the *Environmental Protection Act* and associated regulations are not permitted. Uses permitted in this category will also be required to comply with additional requirements as set out in this section of the Plan and in the City of London's *Waste Discharge By-law*. *(OPA 78)*

1140_ In addition to the Light Industrial Place Type Form policies, the development of transitional industrial lands will be subject to the following area and site design considerations:

1. Buffering - The *Zoning By-law* and the *Site Plan Control By-law* may specify higher standards for setbacks, the location of parking and loading areas, signage, landscaping along major entryways to the city and adjacent to residential areas.

2. Traffic - Industrial traffic should be directed away from, and not through, existing and planned residential areas.

3. Limited Access - The number of access points from transitional industrial sites to Urban Thoroughfares or Civic Boulevards should be limited to minimize disruption to current and planned traffic flows.

4. Scale of Development - The *Zoning By-law* may specify maximum building heights and site coverage so that the scale of new industrial development will have a minimal impact on any existing and planned non-industrial uses in the surrounding area.

> BRYDGES STREET AREA

1140A_ Within the Brydges Street Area, as shown on Map 7, a limited amount of commercial uses may be permitted, through a site-specific zoning by-law amendment provided the following conditions can be met:

1. The commercial use is located within an existing building.

2. Additions to or enlargement of the building to accommodate commercial uses will be discouraged. Substantial additions or alterations to existing buildings to accommodate commercial uses will not be permitted.

3. The commercial use does not fit well within the Downtown, Transit Village, Rapid Transit Corridor, Urban Corridor, Shopping Area or Main Street Place Type due to its planning impacts.

4. The commercial use may generate noise, vibration or emission impacts.

5. The commercial use may generate large volumes of truck traffic.

6. The commercial use may require large storage and/or display space.

7. Minor variances to accommodate additional parking or minor variances that could have an impact on the industrial operations in the area will be discouraged.

8. The commercial use would not prevent the future re-use of the building for industrial uses.

9. The commercial use does not generate significant additional traffic that will interfere with the industrial uses or operations in the area.

10. The commercial use does not constitute a sensitive land use which would have an impact on, or would impair or interfere with the existing or planned industrial use of the area. *(OPA 21)*

LIGHT INDUSTRIAL - INNOVATION PARKS SPECIFIC POLICIES

> AIRPORT ROAD SOUTH INNOVATION PARK

1141_ The Airport Road South Innovation Park is bounded by the Thames River (South Branch) to the north, the Highway 401 corridor to the south, the City of London/Municipality of Thames Centre boundary to the east and Old Victoria Road to the west.

1142_ It is expected that these lands will develop as a high-quality, well-designed prestige innovation park, including an appropriate mix of light industrial, research and development, and high-tech uses. The park will have a high standard of building and site design that is sensitive to the natural environment and promotes economic growth and energy efficiency for the city. The review of planning and development applications will have regard for the *Airport Road South Business Park Urban Design Guidelines*.

1143_ Areas adjacent to Highway 401 and Veterans Memorial Parkway (formerly Airport Road) have convenient access as well as a high degree of visibility from the major entryways to the City. These areas are intended for a high standard of light industrial development, and will be promoted and designed to also attract research and development and high-tech industries. This gateway corridor will develop in accordance with subdivision and site design guidelines and function as a prestige business park.

1144_ Lands in the Light Industrial Place Type will also accommodate the traditional light manufacturing and warehousing types of uses; however, consideration will be given to how these uses can be clustered within the overall development scheme to ensure that they are functionally and visually compatible with the desired character of the innovation park and do not undermine the ability of this park to attract prestige industrial and technology-related uses over the long term. The park will be designed to offer a high level of amenity for employees, including comfortable walking environments for physical activity and for easy access to amenity areas incorporated into development of individual sites and the overall park. Some limited commercial development may be permitted on portions of Bradley Avenue and Hamilton Road to provide the opportunity for business services to locate in close proximity to the various industries and employers in the business park.

1145_ Within the Airport Road South Innovation Park, lands in the Light Industrial Place Type, north and east of Hamilton Road and west of Veterans Memorial Parkway are expected to develop as a prestige office business park area with a high standard of building and site design that is sensitive to the natural environment and promotes economic growth and energy efficiency for the City of London.

1146_ Consistent with the Innovation Park policies of the Light Industrial Place Type, medium-scale office uses up to 5,000m^2 may be permitted provided that they are not general offices and where it can be shown that they are directly related to the research and development park activity. The amount of office space allowed in this park will be of an overall aggregate floor area that will not have a negative impact on the Downtown office market. The Hamilton Road frontage within this area may be zoned for secondary commercial uses subject to the criteria below and the Planning and Development Application policies in the Our Tools part of this Plan, including:

1. Personal services; eat-in restaurants; day care centres; medical/dental offices and clinics; and financial institutions, which cater to the employees in the business park. Such uses shall be subject to floor area restrictions in the *Zoning By-law*.
2. Private recreational facilities that cater to the employees in the business park.
3. Hotels or motels, provided that they are located on an Expressway, Urban Thoroughfare, or Civic Boulevard and are located at, or near, the periphery of a business park.
4. Proposals for new drive through facilities may require an amendment to the Zoning By-Law, and will require site plan approval, in conformity with the City Design policies of this Plan.

1147_ Such uses will be subject to site plan controls to achieve compatibility with the design concept for the office business park.

1148_ While the Airport Road South Innovation Park has not been identified as a preferred location for uses that are normally directed to the Heavy Industrial Place Type, there may be future proposals to locate a general industrial type of use within this Planning Area. A use that would require a heavy industrial zone may be considered without amendment to this Plan, if, in the opinion of City Council, it is a major industry offering significant employment opportunities and can be accommodated at a location that does not diminish the ability to achieve the compatibility and design concept in other portions of the planning area. Such uses will not be considered west of Veterans Memorial Parkway.

1149_ Existing rural residential development will be protected from industrial development in accordance the Province's *D-series Guidelines* to ensure that industrial uses and existing and planned sensitive land uses are not located inappropriately close to one another.

COMMERCIAL INDUSTRIAL SPECIFIC POLICIES

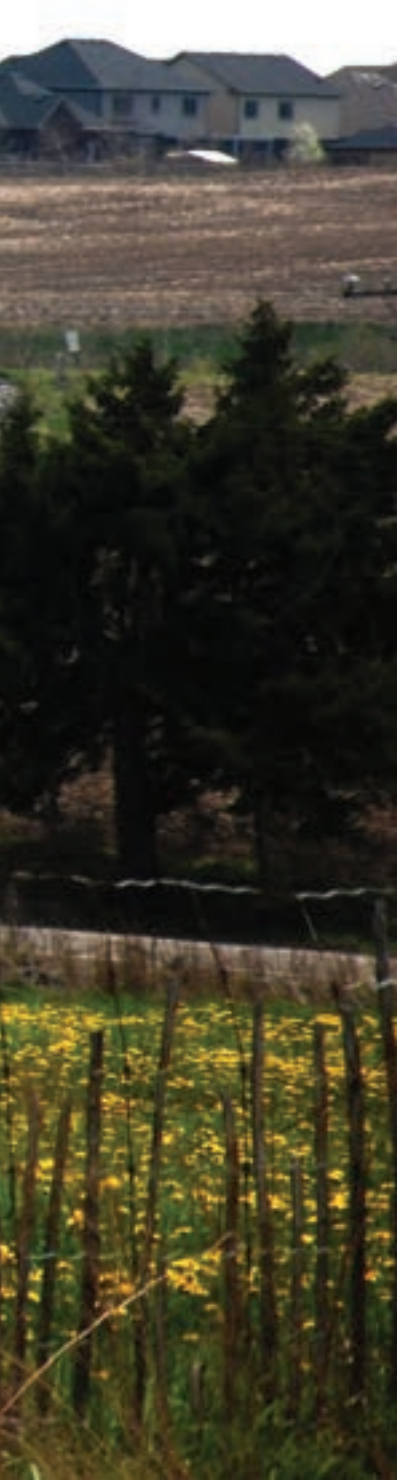
> YORK STREET CORRIDOR

1150_ The range of permitted uses will be restricted to uses with low outdoor storage needs or uses that do not generate noise, odour, and/or dust impacts.

1151_ For the portion of the York Street corridor between Maitland and William Streets, in addition to the permitted uses of the Commercial Industrial Place Type, the lands located on the south side of York Street, between Maitland Street and William Street, may also permit small-scale service office uses up to a maximum gross floor area of 2,000m^2.

> 940 AND 956 WHARNCLIFFE ROAD SOUTH

1152_ On that portion of 940 and 956 Wharncliffe Road South fronting on Wharncliffe Road South which is roughly rectangular and has an approximate average depth from Wharncliffe Road South of 156 metres and an approximate width of 77 metres, a food store may be permitted.



Future Growth

OUR VISION FOR THE FUTURE GROWTH PLACE TYPE

1153_ The Future Growth Place Types establish City Council's intent for future urban development on the lands to which they are applied. The Future Growth Place Types establish this intent, while ensuring that development does not occur until such time as the necessary background studies are completed and a comprehensive and coordinated plan is prepared for the entire area that conforms with the policies of this Plan.

ROLE WITHIN THE CITY STRUCTURE

1154_ While it is recognized that lands within the Future Growth Place Types will ultimately be developed, it will be considered premature to apply individual place types in support of development until such time as the necessary planning is undertaken to address all lands within a Future Growth Place Type comprehensively.

1155_ *The London Plan* establishes two separate Future Growth Place Types to provide a general indication of the nature of the place types that are to be applied in the future:

1. Future Industrial Growth Place Type
2. Future Community Growth Place Type

FUTURE INDUSTRIAL GROWTH PLACE TYPE

1156_ The Future Industrial Growth Place Type will be applied where there is an expectation that Industrial Place Types will be assigned to the area in the future, pending further study. In most cases, a secondary plan will be completed to establish where the Heavy Industrial, Light Industrial and Commercial Industrial Place Types will be applied and to plan comprehensively for development of the area.

1157_ The Future Industrial Growth Place Type will be strategically located to provide development opportunities consistent with the City's *Industrial Land Development Strategy*.

FUTURE COMMUNITY GROWTH PLACE TYPE

1158_ The Future Community Growth Place Type will be applied where there is an expectation that non-Industrial Place Types will be established. While this will likely include the Neighbourhoods Place Type, it may also support the application of many other place types such as Urban Corridor, Shopping Area, Institutional, and Green Space. *(OPA 78)*

HOW WILL WE REALIZE OUR VISION?

1159_ A restrictive approach shall be taken to lot creation and other forms of development in the Future Growth Place Types in order to avoid patterns of land ownership and land use that will detract from the intended comprehensive and coordinated planning process.

1160_ A secondary plan will be prepared to determine the appropriate place type(s) to be applied to these lands, through an amendment to this Plan, and to guide the long-term management and approval of growth.

1161_ To avoid premature development, zoning will be applied to lands within the Future Growth Place Types to limit the range of permitted uses, severances, and other forms of development.

1162_ Future Growth Place Types will be applied to lands that are added to the Urban Growth Boundary and to large areas of land that may require comprehensive planning to support a transition from one range of uses to another.

PERMITTED USES

1163_ Because of concerns regarding premature development, Future Growth areas will be zoned to allow for a very limited range of uses. Uses that exist at the time of the adoption of this Plan may be permitted to continue. Subject to all of the policies in this chapter, a very limited range of new uses that are similar to existing uses and would not have an impact on the future comprehensive planning and development of these lands may be permitted.

PLANNING AND DEVELOPMENT APPLICATIONS

1164_ All planning and development applications, as defined in the Our Tools part of this Plan, will be evaluated based on the following:

1. New Future Growth Place Types will be added by amendment to this Plan.
2. The change of lands from a Future Growth Place Type to one or more other place types will be achieved by amendment to this Plan.
3. Proposals to amend the Future Growth Place Type in favour of another Urban Place Type will require a secondary plan, unless it can be clearly demonstrated that all of the following criteria are met:
    a. The subject lands are limited in size and/or the lands represent a small remnant portion of a larger Future Growth Place Type that has since been changed to other Urban Place Types.
    b. The lands are separated by physical barriers from any other lands that are within a Future Growth Place Type.
    c. The lands can be adequately planned without the need for a secondary plan to coordinate community design, natural heritage preservation, street layout, civic infrastructure, parks, conservation of cultural heritage resources, or other matters that a secondary plan would address.
    d. The proposed development would not adversely affect the long-term planning of the surrounding lands.
4. Planning and development applications to allow for development within Future Growth Place Types will not be supported unless all of the following criteria are met:
    a. The proposed development is very minor in nature, such as a small addition to an existing building.
    b. The proposed development will not create a barrier to the future comprehensive planning and development of the lands.
    c. In the case of a consent to sever, the new lot will not fragment the existing lot fabric or create a new lot pattern, such that it will be more difficult to plan for new development comprehensively in the future.

1165_ In addition to these policies, the severance of land within the Future Growth Place Type will be subject to the relevant Consent policies in the Rural Place Types policies of this Plan.

1166_ All applications will also be reviewed based on the degree to which the proposal conforms with the Our Strategy, City Structure and City Building policies of this Plan.

SPECIFIC POLICIES FOR THE FUTURE GROWTH PLACE TYPES

1167_ The following policies relate to specific sites or areas within the Future Growth Place Types. These policies serve to augment the general policies for Future Growth. Where there is a conflict between the following policies and the more general Future Growth Place Type policies, these more specific policies shall prevail. Areas subject to specific policies are shown on Map 7 – Specific Policy Areas.

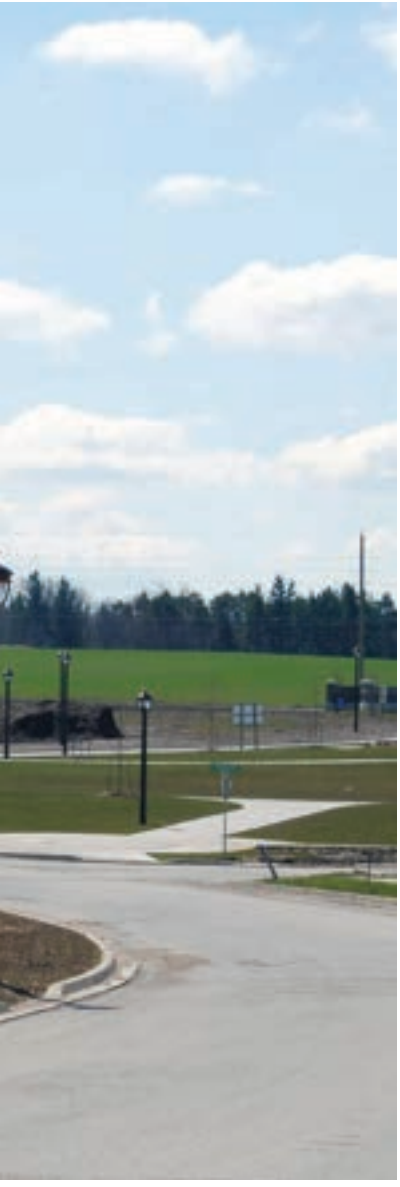
1168_ *Policy Deleted (OPA 106)*

1169_ *Policy Deleted*

1170_ *Policy Deleted*

1497 AND 1543 WILTON GROVE ROAD

1171_ In the Future Industrial Growth and Green Space Place Types located at 1497 and 1543 Wilton Grove Road, a transport terminal, truck sales and service establishment and warehouse establishment may also be permitted in addition to the uses permitted in the Farmland Place Type.



RURAL PLACE TYPES

A FRAMEWORK FOR THE RURAL PLACE TYPES

1172_ The following policies provide a framework for the Rural Place Types shown on Map 1 – Place Types. These place types are applied only to lands outside of the Urban Growth Boundary within the city boundary. Urban Place Types described in this Plan will not be permitted in Rural London. The City-wide Green Space and Environmental Review Place Types and the following policies apply to lands in Rural London.

1173_ Over 40% of the City of London is comprised of rural lands located outside of the Urban Growth Boundary, where farmland and farm-related activities are intended to be the predominant uses. Rural London has its own unique function and distinct identity, defined by both its integral connections to, and its interface with the urban portions of the city and London's neighbours in the region.

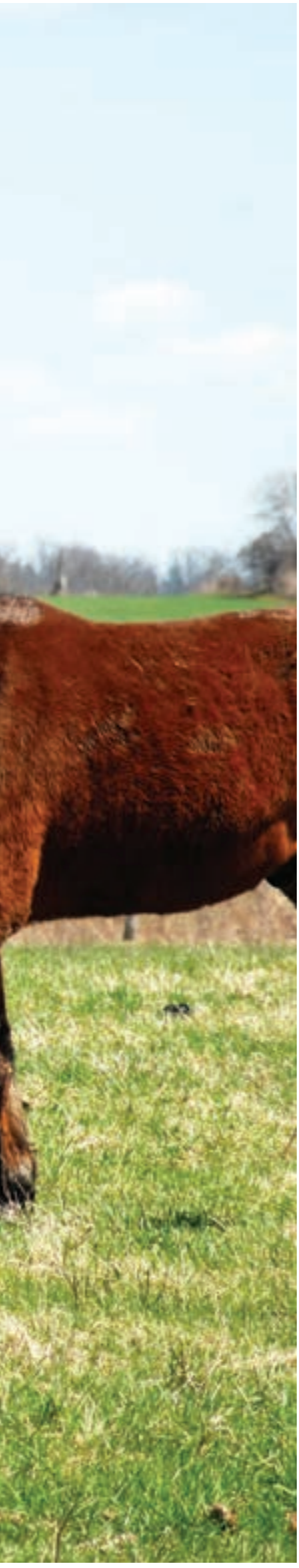
1174_ While the City Building policies of *The London Plan* establish the framework for how we will build our city over the next 20 years, our Plan also needs to provide direction for how we will develop different geographic areas within our city including Rural London.

1175_ Similar to the approach taken for the Urban Place Types, the policy for each place type begins with a vision, and then explains the guiding principles for how we will realize this vision. Each place type chapter then establishes the range of permitted uses, allowed intensity of development, and the envisioned built form within that given place type. This connects with many of this Plan's priorities, to protect the agricultural land resource and maintain the viability of farming, and recognize the need for a long-term commitment to sustain farmland within these areas so that it may continue to make a significant contribution to London's economy. The Rural Place Type policies also recognize the Rural Neighbourhood areas which historically developed as farm service centres and which currently exist as small residential communities with a mix of small-scale commercial uses. Rural Neighbourhoods are not regarded as centres for growth, and therefore, development within these areas will be limited to uses that can be accommodated on an infill basis.

1176_ Rural London will be an integral and connected part of the city that both supports and is supported by Urban London.

1177_ Rural London is comprised of the following Place Types:

1. Farmland
2. Rural Neighbourhoods
3. Waste Management Resource Recovery Area
4. Green Space (refer to the Green Space Place Type in the City-wide Place Types part of this Plan)
5. Environmental Review (refer to the Environmental Review Place Type in the City-wide Place Types part of this Plan)



Farmland

OUR VISION FOR THE FARMLAND PLACE TYPE

1178_ Farmland in London will continue to be an area of intense production and vibrant economic activity. The landscape will be characterized by viable agricultural fields which support general farming, livestock farming, cash crop farming, market gardening, specialty crops, nurseries, forestry, aquaculture, and agricultural research. Agricultural production on farmland will include multiple scales, styles and systems of food, fuel, and fibre production. Farmers and the farming community, agricultural land, a healthy and vibrant rural economy, and rural quality of life will all be protected for the long term. Agricultural uses, agricultural-related commercial and industrial uses and on-farm diversified uses will be permitted. Farms will be permitted to sell local produce and house full-time farm labour on-site to maintain the farm's vitality.

ROLE WITHIN THE CITY STRUCTURE

1179_ The Farmland Place Type is the prime agricultural area of London, and consists of prime agricultural land (*Canada Land Inventory Classes* 1, 2, and 3 soils) and associated Class 4 through 7 soils that will be protected and maintained for the long term as the base to support a healthy, productive, and innovative agricultural industry as a key component of the city's economic base and cultural heritage.

1180_ The Farmland Place Type will promote sustainable farm practices which encourage the conservation of surface and groundwater resources, aquatic habitat, woodlands, wetlands, wildlife habitat and other natural features, where such practices do not impose undue limitations on the farming community. This Place Type will also discourage the creation of non-farm residential lots in the agricultural area. Impacts from any new non-agricultural uses on surrounding agricultural operations and lands are to be mitigated to the extent feasible.

HOW WILL WE REALIZE OUR VISION?

1181_ Farmland in London is intended to:

1. Provide necessary agricultural goods for residents and businesses in the City of London, the region and beyond.
2. Produce food, fuel, and fibre now and into our future.
3. Allow for innovative practices that are sustainable, and support green technology and farm management.
4. Foster an agricultural sector that is diverse, profitable, and able to adapt.
5. Continue in a manner which does not have a negative impact on our Natural Heritage System.
6. Allow for flexibility as farm practices and management techniques evolve.
7. Permit on-farm diversified uses that are compatible with and do not hinder surrounding agricultural operations such as secondary farm businesses and home occupations.
8. Support a pattern of agricultural land holdings that increases the viability of farm operations and avoids the fragmentation of land ownership.
9. Discourage uses which are not supportive of agriculture from locating in the Farmland Place Type. Limited non-agricultural uses may be permitted only where it can be demonstrated that the proposed use is consistent with the *Provincial Policy Statement*.
10. Minimize the potential for land use conflicts between residential uses and farm operations.
11. Mitigate impacts from any new or expanding non-agricultural uses on surrounding agricultural operations and lands by directing any proposed non-agricultural uses in the Farmland Place Type to lands that are classified as having a lower soil capability in the *Canada Land Inventory* and to areas where the potential for conflict between agriculture and the proposed non-agricultural uses will be minimized.

PERMITTED USES

1182_ The following uses may be permitted within the Farmland Place Type in conformity with the policies of this Plan:

1. Agricultural uses, including the principal farm residence, secondary farm dwelling units that may be required for the farm operation, and associated on-farm buildings and structures that support the farm operation, such as barns, silos, drive sheds, and manure storage facilities.
2. Residential uses on existing lots of record.
3. Home occupation.
4. Secondary farm occupation and on-farm diversified uses.
5. Agricultural-related commercial and industrial uses that are directly related to farm operations in the area, support agriculture, benefit from being in close proximity to farm operations and provide direct products and/or services to farm operations as a primary activity.
6. Ancillary retail for on-farm grown and/or produced goods.
7. Limited non-agricultural uses where it can be demonstrated that the proposed use is consistent with the *Provincial Policy Statement*.
8. Natural resource extraction.
9. Small Wind Energy Conversion System (SWECS) consisting of one wind turbine and blades, one supporting tower and associated control or Small Wind Energy Conversion System conversion electronics.
10. Green Energy Projects.
11. Existing uses.

NORMAL FARM PRACTICES

1183_ Farmland's primary role is to serve and support agricultural uses and normal farm practices.

1184_ In accordance with the *Farming and Food Production Protection Act*, as amended from time to time, nothing in this Plan is intended or may be applied to restrict a normal farm practice carried on as part of an agricultural operation.

FARM UNIT

1185_ The predominant type of development permitted in the Farmland Place Type will be the farm unit.

1186_ The farm unit consists of the land base, the principal farm residence , secondary farm dwelling units that are required for the farm operation, and barns, silos, drive sheds, manure storage facilities and other farm buildings/ structures that support the farm operation.

1187_ For the purposes of this Plan, only individual farm properties will be considered as farm units. Where a farmer owns two or more farm properties and where those farm properties are separate lots for *Planning Act* purposes, each of the farm properties will be considered as a separate farm unit.

1188_ Secondary farm occupation uses, home occupation uses, and on-farm diversified uses, are considered as part of the farm unit.

1189_ *Policy Deleted*

RESIDENTIAL USES ON EXISTING LOTS OF RECORD

1190_ Residential dwellings may be permitted on existing lots of record subject to a zoning by-law amendment, provided it does not create conflicts with farming operations, and subject to an environmental impact study if adjacent to any natural heritage feature.

1191_ The Minimum Distance Separation (MDS I) setback will be applied at the time of a zoning by-law amendment and prior to the issuance of a building permit.

1192_ New residential units may be permitted only where an adequate supply of potable water is available or can be made available, and where the lot size and soil types are suitable to support an individual on-site waste disposal system.

1193_ A severance to create a new residential lot outside the Urban Growth Boundary in the Farmland Place Type will not be permitted, except in conformity with the Surplus Farm Dwellings policies in the Agricultural Land Consent section of this chapter. *(OPA 78)*

SECONDARY FARM DWELLING UNIT

1194_ The establishment of one additional single detached dwelling unit on the farm unit for a full-time farm employee, may be permitted by an amendment to the *Zoning By-law* subject to the following criteria:

1. The size of farm parcel and type of farm operation warrants an additional dwelling unit to provide for the close proximity of farm employees to the farm operation.
2. A factory-built or manufactured home may be permitted as an additional dwelling unit provided the home is placed on a permanent foundation and meets all requirements of the *Zoning By-law* and *Building Code*.
3. The secondary farm dwelling will be clustered with the principal farm residence and farm-related buildings and structures. Access to the secondary farm dwelling will be restricted to an existing driveway and no new driveway will be permitted.
4. A secondary farm dwelling shall not be severed from the farm unit.
5. Temporary living quarters for seasonal farm help may be permitted through a zoning by-law amendment for a temporary use.

HOME OCCUPATION

1195_ Home occupations not directly related to, but supportive of, the primary farm operation may be permitted in the Farmland Place Type provided they are accessory to the primary use of the property, operated only by those residing on the property on which the home occupation is located, and conducted entirely within the dwelling.

1196_ The types of home occupation permitted and the standards applying to these uses will be set out in the *Zoning By-law* and may include the range of activities, floor area limits, parking, and signage requirements.

SECONDARY FARM OCCUPATION AND ON-FARM DIVERSIFIED USES

1197_ Secondary farm occupations are to be carried on as part of the farm unit as a means of providing supplemental income to support the farm family and the viability of the primary farming operation.

1198_ A secondary farm occupation conducted within a building other than a farm residence may be permitted provided it remains secondary to the agricultural use on the farm.

1199_ Secondary farm occupations are differentiated from "home occupations" by the larger size and scale of the activity, and may be conducted outside the dwelling.

1200_ Existing secondary farm occupations will be recognized and zoned in the *Zoning By-law*.

1201_ The severance of land to separate a secondary farm occupation from a farm property will not be permitted.

1202_ A new secondary farm occupation may be permitted by an amendment to the *Zoning By-law* subject to the following criteria:

1. A secondary farm occupation may include the processing or retailing of goods produced on the farm, a welding or fabricating shop, a vehicle repair establishment, a contractor or trade shop, a personal service establishment, a craftsperson's shop, a day care facility, a bed and breakfast or farm vacation establishment, a small business office, or any other occupation which is directly related to agriculture.
2. One permanent secondary farm occupation will be permitted per farm lot in addition to seasonal or intermittent uses permitted in conjunction with the primary farm operation.
3. Existing buildings or structures may be used for a secondary farm occupation. New buildings or structures, or additions to buildings or structures may be constructed for the purposes of the secondary farm occupation as part of the farm cluster but will be of comparatively small-scale relative to the farm operation, as established through the *Zoning By-law*.
4. A secondary farm occupation will be operated directly by the resident farmer and immediate family members and a maximum of two additional employees.
5. A secondary farm occupation will be conducted in conjunction with the existing farm unit including any new buildings or facilities constructed for the secondary use. Access to secondary farm occupations will be restricted to an existing driveway and no new driveway access will be permitted.
6. Adequate on-site sewage and water systems can be provided to accommodate the secondary farm occupation.

AGRICULTURAL-RELATED COMMERCIAL AND INDUSTRIAL USES

1203_ Agricultural-related commercial and industrial uses are uses that are directly related to farm operations in the area, support agriculture, benefit from being in close proximity to farm operations, and provide direct products and/or services to farm operations as a primary activity. Such uses may include grain drying, handling and storage facilities, and farm market uses.

1204_ Legally existing agricultural-related commercial and industrial uses will be recognized in the *Zoning By-law*.

1205_ New agricultural-related commercial and industrial uses may be permitted by an amendment to the *Zoning By-law* to apply the appropriate agricultural commercial or agricultural industrial zone, subject to the following policies, and in accordance with provincial guidelines:

1. The amount of land devoted to the activity is only the minimum necessary to support the activity and its servicing requirements.
2. It can be demonstrated that the use is supportive of farm operations in the area and requires a location in close proximity to the farm operation to function successfully, and the use provides direct products and/or services to farm operations in the area as a primary activity.
3. The location of the facility should not impose any operating constraints or result in a reduction of the efficiency of existing farms in the vicinity. Agricultural-related commercial and industrial uses should be directed to sites having the lowest soil capability, drainage, topographic, site size or configuration limitations for agriculture.
4. The facility does not require municipal water or sewage disposal services and can meet all requirements for the provision of individual on-site services.
5. Access will be available from a public street. The access must not create a potential traffic hazard due to poor sight lines or proximity to an intersection, steep grade or curve. An agricultural-related commercial or industrial use will be located on a street capable of accommodating, on a year-round basis, the volume and type of traffic, including truck traffic, that the proposed use is likely to generate.
6. Adequate drainage and suitable outlets for stormwater runoff can be provided.
7. The use complies with provincial environmental approvals and regulations respecting the release of pollutants into the air, onto land or into water, or for the storage, transportation or disposal of waste that is produced by the operation of the use.

GREEN SPACE AND CONSERVATION AREAS

1206_ Green space uses may include public or private outdoor recreational activities, golf courses and conservation areas, as well as associated ancillary facilities, consistent with the *Provincial Policy Statement* and in conformity with the Green Space Place Type policies of this Plan, as well as the following:

1. Green space and conservation uses will support the retention, enhancement, and conservation of natural heritage features and areas and their ecological functions.
2. Green space and conservation uses will be supportive of, or neutral to agriculture and free from buildings or structures except those necessary for a permitted recreational activity. In areas that have significant natural features and areas or functions, recreational activities will be limited to those of an educational or instructive nature which involve minimal impact on the natural heritage feature or area or on their ecological functions.
3. Proposed active recreational uses may be permitted in the Green Space Place Type to support a rural neighbourhood, city or regional recreation need.

4. Green space and conservation uses shall only be permitted through an amendment to this Plan. *(OPA 21)*

NEW INSTITUTIONAL AND RECREATIONAL USES

1207_ New institutional and recreational uses are encouraged to locate within the Urban Growth Boundary of the city or the Rural Neighbourhoods Place Type.

1208_ New or expanding institutional and recreational uses will only be permitted where consistent with the *Provincial Policy Statement* and where the ability of the adjacent farmland area to function is maintained by retaining the soil viability and open space character. Sensitive uses which would preclude future livestock operations in the area will not be permitted.

NATURAL RESOURCE EXTRACTION

1209_ Oil, gas, and aggregate resource extraction will be subject to the Natural Resources policies of this Plan.

SMALL WIND ENERGY CONVERSION SYSTEM (SWECS)

1210_ The *Zoning By-law* will ensure that appropriate setback requirements are implemented for compatibility with the principal farm residence and the surrounding land uses.

GREEN ENERGY PROJECTS

1211_ New Green Energy projects, including wind farms and solar fields may be permitted subject to the provisions of the *Green Energy Act*. New facilities shall be located on agricultural lands that have the lowest agricultural land capability. New facilities and installations shall minimize impacts on the soil and existing topography, and are to be constructed in such a way as to permit the conversion of the site to agricultural purposes when the facility is no longer required.

1212_ New facilities will be located to minimize their impacts on existing agricultural operations, and may be subject to a zoning by-law amendment to permit structures and ancillary facilities. Site plan approval shall be required.

INTENSITY

1213_ Farmland uses will be dynamic and vibrant; however some activities within the Farmland Place Type may need to be limited as follows:

1. The capacity of new or expanding livestock operations will be limited through the application of Minimum Distance Separation (MDS II) requirements.
2. Non-agricultural uses will be grouped.
3. To prevent estate lots, residential uses will be limited to existing lots of record and encouraged to locate in the urban portion of the city or within the Rural Neighbourhoods Place Type.

1214_ Retail uses will be limited to the sale of on-site produce and will be temporary in nature.

EXISTING FARMLAND LOTS

1215_ It is the intent of this Plan, as set out in the Agricultural Land Consent policies of this chapter and the Minimum Distance Separation policies in the Our Tools part of this Plan, to:

1. Encourage the retention or consolidation of farm parcels so that farms are of sufficient size to promote efficient operations and responsible environmental management, and to maintain long-term agricultural viability and flexibility.
2. A minimum farm parcel size of 40 hectares will be established in the *Zoning By-law* in keeping with this intent.
3. Recognize that existing land holdings in the Farmland Place Type that do not meet the minimum 40 hectare farm parcel size and that are under separate ownership from abutting parcels of land at the date of adoption of this Plan, may be used for agricultural purposes, including one single detached dwelling, subject to Minimum Distance Separation (MDS I) setback(s).

FORM

1216_ Development in the Farmland Place Type will be efficient and directed so as to:

1. Minimize noxious impacts on residential buildings.
2. Locate development toward the street to minimize the impact on the amount of land that is agriculturally viable for production.
3. Be grouped to minimize points of access to the street that would create transportation conflict.
4. In all instances maximize the quality and amount of possible land area for agricultural production.
5. Be located on the least valuable soil within the farm parcel.

GREENHOUSES

1217_ Greenhouses should be considered where they produce agricultural products. They will be located such that:

1. They are on the least valuable soil within the farm unit parcel.
2. They are oriented to maximize the use of solar energy.
3. They are designed to recycle water.
4. They are designed such that their demolition would not preclude a return to field-based agricultural production.
5. They are designed to minimize impacts on neighbouring farm operations.

AGRICULTURAL-RELATED COMMERCIAL AND INDUSTRIAL USES

1218_ Agricultural-related commercial and industrial uses, including greenhouse uses, are subject to site plan control. The site plan and development agreement will address the following:

1. Dimensions of the lot.
2. Building areas and location on the lot including surrounding land uses and buildings.
3. Ingress and egress to and from the site, including parking facilities.
4. The location of outdoor storage facilities.
5. Servicing provisions.
6. Site grading and fencing.
7. On-site stormwater management facilities.
8. Environmental Compliance Approval and/or Permit to Take Water, as required by the Province.

SMALL WIND ENERGY CONVERSION SYSTEM (SWECS)

1219_ One SWECS may be erected on a lot subject to the following provisions:

1. An application for a SWECS will be subject to site plan control. A site plan drawing will be submitted illustrating the location of the SWECS, as well as the locations of all existing buildings and structures on the subject property and the locations of all existing buildings and structures on adjacent properties.
2. Setbacks from street allowances, lot lines, and structures, as well as maximum height provisions will be established in the *Zoning By-law*.
3. The SWECS, including the mast and the blades, as well as any accessory buildings will be finished externally in a colour acceptable to the City. Required cables and/or transformers associated with the SWECS will be located within each turbine tower structure and/or will be located underground beside the tower. Adverse impacts associated with shadow flicker and overshadowing on neighbouring buildings and land uses will be avoided.
4. Where a SWECS is constructed within 5,000 metres of London International Airport, written approval from Transport Canada will be required to provide assurance that there will be no adverse effect on the safe operation of the Airport.

HEDGEROWS AND WOODLANDS

1220_ Hedgerows and woodlands are important features in Rural London, and an integral part of the farm unit. Woodlands often serve as an important agricultural resource, and are to be harvested in accordance with good forestry practice and the *Tree Protection By-law*. The continued use and sustainable management of woodlands supports agricultural operations.

1. Development within a farm parcel should not damage the functional viability of woodlands on the parcel or neighbouring parcels so as to respect their value as a part of the rural landscape and the city's Natural Heritage System.

2. Hedgerows and woodlands should be maintained and, where possible, enhanced to bolster the image of the Forest City.

1221_ To promote the retention, responsible management and expansion of woodlands, the City, in cooperation with the conservation authorities, other agencies or groups and property owners, may:

1. Encourage the expansion or creation of woodlands on lands having poorer soil capability or other limitations for farmland, and on publicly-owned lands.

2. Support a tree planting program for Rural London.

3. Administer and enforce a by-law under the *Municipal Act* or other relevant legislation to limit the destruction of trees and to assist in ensuring the long-term health and productivity of woodlands.

4. Encourage property owners to make use of programs and services provided by the Ministry of Northern Development, Mines, Natural Resources and Forestry and the conservation authorities for the management of forests and woodlots.

5. Consider the use of other incentives for woodland retention and expansion by private property owners. *(OPA 78)*

PUBLIC REALM

1222_ For the interface of Farmland and Green Space, efforts should be made to design and utilize Farmland areas in ways that prevent where possible, and mitigate where necessary, the effects of agricultural practices, soil run-off, and wind erosion on sensitive uses, as defined in the *Provincial Policy Statement*. Particular effort should be made to protect riparian areas.

1223_ Where new public parkland and green space areas are proposed, suitable layout, design, and setbacks of amenities shall be required to ensure the viability of adjacent farm activities.

1224_ Rural Thoroughfares and Rural Connectors should be clear to provide efficient movement for safe passing and allow for the movement of agricultural vehicles and agricultural products. Where there is a foreseeable conflict, agricultural vehicles will take precedence. Rural Thoroughfares and Rural Connectors will remain clear through measures including:

1. Proper drainage design.

2. Limiting farm units to a single access point with the exception of livestock operations and field access.

3. Providing off-street parking for non-agricultural uses.

4. Limiting the use of curbs and providing wide shoulders to accommodate large farm machinery.

5. Using "Slow Moving Vehicle" signage on roadways frequently used by the farming community.

AGRICULTURAL LAND CONSENT

GENERAL CONSENT POLICIES

1225_ Within the Farmland Place Type consent to sever will be granted where consistent with the *Provincial Policy Statement* and only if the use of the land is in conformity with all applicable policies of this Plan, and in accordance with the provisions of the *Zoning By-law*, and it is clear that a plan of subdivision is not required for the orderly development of the lands. Where a consent contravenes the *Zoning By-law*, the granting of a consent will be conditional upon the approval of a zoning by-law amendment.

1226_ Applications for consent will be reviewed for conformity with the following criteria:

1. An uneconomical extension of any major municipal service will not be required.
2. Ribbon development of any type along highways or major streets will be prevented.
3. As a condition of consent being granted, the applicant shall demonstrate that an adequate supply of potable water that meets the requirements of the *Ontario Drinking Water Standards* can be provided to the proposed lot(s), and that there will be no impacts on adjacent properties that are serviced by private water wells. The applicant shall also demonstrate that the development of private on-site waste water systems and private stormwater systems on the proposed lot(s) will not have an adverse impact on existing area properties serviced by private water wells. The reporting must meet the requirements of the Ministry of the Environment, Conservation and Parks *Procedure D-5 Technical Guidelines for Private Wells: Water Supply Assessment*. A peer review by a qualified professional of this report may be required, at the applicant's expense.
4. As a condition of consent being granted, soils will be suitable or made suitable to support an individual on-site wastewater treatment system subject to the approval of the authority having jurisdiction.
5. All parcels must have access to a public street.
6. The Minimum Distance Separation policies in the Our Tools part of this Plan are complied with.
7. Both the severed and retained parcels created by the consent would conform with the provisions of the *Zoning By-law* and are appropriate for the use proposed.
8. The proposed consent will not detract from or result in the loss of area of any wetland, woodland, or other environmental feature identified or delineated on Map 5 - Natural Heritage.
9. Both the severed and retained parcels would conform with the Consent to Sever Lands policies in the Our Tools part of this Plan, where applicable. *(OPA 78)*

1227_ A consent to sever land in the Farmland Place Type may be granted only under the following circumstances and in conformity with the Rural Place Type policies of this Plan:

1. Consent for farming operations.
2. Lot corrections.
3. Surplus farm dwellings.
4. Agricultural-related commercial and industrial uses.

> CONSENTS FOR FARMING OPERATIONS

1228_ It is the policy of this Plan to discourage the severing of smaller parcels from larger land holdings. In this regard, 40 hectares will be regarded as the minimum size for a basic farm parcel. City Council will discourage the severing of farm parcels which exceed 40 hectares in size. An application to sever may be permitted if the land is to be used for agricultural purposes and provided that the following criteria are met:

1. Both the severed and retained parcels are of sufficient size for the predominant type of agricultural uses common in the area, and are sufficiently large to maintain flexibility to provide for future changes in the type or size of agricultural operations.
2. The size of both the severed and retained parcels conforms with the provisions of the *Zoning By-law*. Should the severed or retained parcel not conform with the minimum lot area requirements of the *Zoning By-law*, a zoning by-law amendment will be required.

> LOT CORRECTIONS

1229_ The granting of consent for purposes of minor corrections or adjustments to lot boundaries will be permitted provided:

1. The conveyance does not lead to the creation of an undersized or irregularly shaped lot unsuited to the purpose for which it is being used or to be used.
2. The lands being conveyed will be registered in the same name and title as the lands to which they are being added and will be deemed from that date to be one parcel.

> SURPLUS FARM DWELLINGS

1230_ Consent to sever agricultural land to create a lot for an existing dwelling is permitted in conformity with the policies of the Farmland Place Type, where the land being severed from the dwelling lot is to be added to an adjoining parcel, subject to the following:

1. The land being conveyed from the dwelling lot parcel will be registered in the same name and title as the adjoining parcel and will be deemed from that date to be one parcel.
2. The retained dwelling lot will be kept to a minimum size necessary to comply with the *Zoning By-law* and to accommodate individual on-site waste water treatment and water supply.
3. The dwelling lot cannot be severed if it is part of the farm cluster. The farm cluster is the grouping of buildings and structures on the farm unit that would include the principal farm residence and any secondary farm dwelling unit and farm-related buildings and structures.
4. No new residential dwelling units are permitted on any remnant parcel of farmland created by the severance. Such restriction will be recognized in zoning. *(OPA 78)*

> LOT CREATION FOR AGRICULTURAL-RELATED USES

1231_ A consent to sever agricultural land to create a lot for an agricultural-related commercial or industrial use may be permitted subject to the policies of the Farmland Place Type and provided the lot is kept to the minimum size necessary to support the use, comply with the *Zoning By-law*, and to accommodate individual on-site wastewater treatment and water supply.

PLANNING AND DEVELOPMENT APPLICATIONS

1232_ All planning and development applications will be evaluated based on the Planning and Development Applications section in the Our Tools part of this Plan.

SPECIFIC POLICIES FOR THE FARMLAND PLACE TYPE

1233_ The following policies relate to specific sites or areas within the Farmland Place Type. These policies serve to augment the general policies for Farmland. Where there is a conflict between the following policies and the more general Farmland Place Type policies, these more specific policies shall prevail. Areas subject to specific policies are shown on Map 7 – Specific Policy Areas.

5067 AND 5221 COOK ROAD

1234_ In the Farmland Place Type located at 5067 Cook Road, the northerly portion of 5221 Cook Road, Con Gore E Pt Lot 10 and Con Gore W Pt Lot 10, in addition to the uses permitted in the Farmland Place Type, a pollution control plant may also be permitted, subject to the following:

1. The primary tanks of the facility are covered.
2. No incineration of biosolids shall occur on the site for a minimum of 20 years after the start-up date of the plant.
3. Any expansion of this facility beyond 4MIGD will be subject to an Environmental Assessment and full public review.

3345 GORE ROAD

1235_ In the Farmland Place Type applied to the lands located at 3345 Gore Road, a single detached dwelling may be permitted on a lot with a minimum lot area of 0.6 hectares with a minimum lot frontage of 44.5 metres.

2156 HIGHBURY AVENUE NORTH

1236_ In the Farmland Place Type applied to the lands located at 2156 Highbury Avenue North (Part Lot 8, Concession 5), in addition to the uses permitted in the Farmland Place Type, a place of worship will also be permitted in the existing building. *(OPA 2)*

2701 HYDE PARK ROAD

1237_ In the Farmland Place Type at 2701 Hyde Park Road, one consent to sever the existing non-farm residential use may be permitted.

6100 WHITE OAK ROAD

1238_ In the Green Space and Farmland Place Types at 6100 White Oak Road, a cemetery use is permitted in addition to the uses permitted in the Farmland Place Type. Structures related to the cemetery use such as a place of worship, mausoleum or crematorium are prohibited.

Rural Neighbourhoods

OUR VISION FOR THE RURAL NEIGHBOURHOODS PLACE TYPE

1239_ Rural Neighbourhoods are the existing centres of non-agricultural activity in Rural London. They are expected to remain largely unchanged, particularly in terms of size, over the course of this Plan.

ROLE WITHIN THE CITY STRUCTURE

1240_ Largely residential in character, Rural Neighbourhoods comprise existing historical rural villages and clusters or strips of non-farm settlement along some sections of streets outside of the Urban Growth Boundary. The Rural Neighbourhoods of Glanworth, Scottsville, and Brockley historically developed as farm service centres and currently exist as small residential communities with some small-scale commercial uses. These neighbourhoods are not regarded as centres for growth, and development will be limited to uses that can be accommodated on an infill basis and adequately served by on-site wastewater treatment systems and private wells in conformity with the Private Servicing Policies for Lands Outside of the Urban Growth Boundary in the Civic Infrastructure chapter of this Plan. There are also opportunities for infill lot creation within the identified established Rural Neighbourhoods.

HOW WILL WE REALIZE OUR VISION?

1241_ The Rural Neighbourhoods Place Type is applied only to the hamlets or residential settlement areas located outside of the Urban Growth Boundary. The primary intent of these policies is to direct urban development to the urban community and identified growth areas, and to discourage the creation of new rural settlement areas. Infill development will be permitted where possible but no extensions of existing rural neighbourhood areas for residential purposes will be permitted. Rural Neighbourhoods are expected to:

1. Provide opportunities for the location of new non-farm residential uses in the rural area of the city on an infill basis, to avoid the loss of productive agricultural lands.
2. Remain contiguous and maintain their existing boundaries.
3. Allow for the infill development of small-scale commercial, industrial, and institutional uses that serve the rural neighbourhood and surrounding rural community, which can be accommodated on individual on-site services in conformity with the policies of this Plan and are compatible with existing uses.
4. Minimize the potential for land use conflicts between residential uses of the settlement area and livestock facilities.

PERMITTED USES

1242_ The Rural Neighbourhoods Place Type may permit the following, in conformity with the policies of this Plan:

1. Single detached dwelling, including existing and infill development.
2. Additional residential unit.
3. Home occupation.
4. Neighbourhood-scale needs including cemeteries.
5. Green space and conservation areas.
6. Recreational use.
7. Commercial and industrial uses related to the agricultural community. *(OPA 78)*

RESIDENTIAL USE

1243_ Within the Rural Neighbourhoods Place Types shown on Map 1 – Place Types, the primary use of land will be single detached dwellings on lots suitably sized to allow for the proper siting and functioning of individual on-site water supply and wastewater treatment systems. Additional residential units may be permitted subject to the ability of existing services to accommodate the proposed use. *(OPA 78)*

OTHER USES

1244_ Small-scale facilities, group homes, and institutional and open space uses such as parks, community centres, day care centres, schools, and places of worship may be permitted in Rural Neighbourhoods Place Types.

HOME OCCUPATIONS

1245_ Home occupations which are secondary to a residential use may be permitted provided they are operated only by those residing on the property on which the home occupation is located and provided they are conducted entirely within the dwelling. The types of home occupation permitted and the standards applying to these uses will be set out in the *Zoning By-law*.

RECREATIONAL USES

1246_ Development of recreational facilities which enhance the rural character and viability of the rural neighbourhood may be supported provided they do not detract from the surrounding agricultural areas.

COMMERCIAL AND INDUSTRIAL USES

1247_ The establishment of new small-scale commercial or industrial uses or the conversion of an existing building to a small-scale commercial or industrial use may be permitted through a site-specific amendment to the *Zoning By-law* subject to compliance with the following criteria:

1. The use does not require municipal water or sewer and any industrial operation shall be limited to a "dry" use in that the use will not involve a significant number of employees, use significant amounts of water in its operations, or produce significant amounts of effluent.
2. The facility has direct access to a public street.
3. The adequacy and potability of water supply and the method of sewage disposal are satisfactory to the authority having approval jurisdiction.
4. Adequate buffering in the form of screening, landscaping, setbacks, outdoor storage restrictions, and similar measures to mitigate the potential adverse impacts of the proposed use on nearby residences can be provided, in conformity with the City Design policies of this Plan.
5. Adequate off-street parking is provided.
6. Adequate stormwater retention and drainage is available.
7. The Civic Infrastructure policies of this Plan are complied with.

INTENSITY

1248_ The Rural Neighbourhoods Place Type will contain:

1. Uses that enhance the rural character and viability of the rural neighbourhood and do not detract from the surrounding agricultural uses.
2. Small-scale commercial, recreational and institutional uses intended to meet local needs.
3. Uses and lot sizes that can be supported by adequate potable water supply and an adequate method of sewage disposal that are satisfactory to the authority having approval jurisdiction.
4. Contiguous development at densities to prevent estate lots and agricultural intrusions.

1249_ Residential infill within the Rural Neighbourhoods Place Type will be permitted subject to the following criteria:

1. Consents should be granted only in areas where there will be no undue extension of, or requirement for, any major service.
2. The adequacy and potability of the water supply and method of sewage disposal are satisfactory to the authority having approval jurisdiction.
3. The site of the infill development is located within the limits of the Rural Neighbourhoods Place Type and does not represent an extension of the existing strip or node of non-farm development into the agricultural area.

FORM

1250_ The following form policies apply to the Rural Neighbourhoods Place Type:

1. Development in the Rural Neighbourhoods Place Type is to be street-oriented on all public rights-of-way, with buildings located consistent with the existing streetscape and front entrances oriented to the street.
2. Residential development will be the primary focus of the rural neighbourhood. New development will maintain the existing setbacks and street treatments present in the area.
3. Retail uses should be of a neighbourhood-scale to serve the rural neighbourhood and surrounding agricultural operations. Retail uses will maintain the rural character of their surroundings.
4. Institutional development will maintain the rural character of its surroundings.
5. Existing cultural heritage resources in the Rural Neighbourhoods Place Type should be evaluated, designated and conserved.
6. Where necessary to buffer a rural neighbourhood from adjacent noxious uses in the area, existing natural heritage features and areas, including hedgerows, woodlands and trees should be protected and enhanced to achieve this buffer.
7. Rural neighbourhoods should seek to create a unique and pleasant environment through:
    a. Buildings approaching the street to distinguish the area from adjacent farmland and to create a sense of neighbourhood and identity.
    b. Acknowledge transition to and from farmland through signage.
    c. A compact rather than disjointed "ribbon" of housing.
    d. Development that is scaled to encourage slower traffic.
    e. Utilization of pedestrian amenities and street trees, in conformity with the City Design policies of this Plan.
8. Within Rural London consideration should be given to the designation of landscapes which have significant cultural heritage value. Those elements of Rural London already designated as having cultural heritage value will be conserved in accordance with provincial policies and in conformity with the relevant policies of this Plan.

PLANNING AND DEVELOPMENT APPLICATIONS

1251_ In addition to the Planning and Development Applications section in the Our Tools part of this Plan, the following policies apply to Planning and Development Applications within the Rural Neighbourhoods Place Type:

1. The area shown within the Rural Neighbourhoods Place Type on Map 1 – Place Types, will be considered a hard boundary. The expansion of the Rural Neighbourhoods Place Type will not be permitted.
2. Infill development will be permitted and encouraged provided all other applicable policies in this chapter are met.
3. Commercial uses should be in scale with the rural neighbourhood and designed to support the immediate area, but not intended to draw users from other parts of the city.
4. Industrial uses should be considered as though they are in the adjacent agricultural area, and developed in conformity with the Farmland Place Type policies.
5. Development will not be supported if it prevents the through movement of agricultural vehicles through the rural neighbourhood.
6. Any proposed planning and development application within a Rural Neighbourhoods Place Type shall meet the required Minimum Distance Separation (MDS I) policies in the Our Tools part of this Plan. Applications that would result in a development that imposes operating constraints on a livestock facility will be refused.
7. The City will not extend municipal water and sewer services beyond the limits of the lands identified for urban growth, except in conformity with the Civic Infrastructure policies of this Plan.
8. All planning and development applications will be evaluated based on the Planning and Development Applications section in the Our Tools part of this Plan.

SPECIFIC POLICIES FOR THE RURAL NEIGHBOURHOODS PLACE TYPE

1252_ The following policies relate to specific sites or areas within the Rural Neighbourhoods Place Type. These policies serve to augment the general policies for Rural Neighbourhoods. Where there is a conflict between the following policies and the more general Rural Neighbourhoods Place Type policies, these more specific policies shall prevail. Areas subject to specific policies are shown on Map 7 – Specific Policy Areas.

CRUMLIN/GORE ROAD

1253_ In the Rural Neighbourhoods Place Type located along the east side of Crumlin Road between Tartan Drive and the Canadian National Railway lands, and along Gore Road between Crumlin Road and Wabuno Creek, lot creation may be considered subject to the policies of this Plan provided the lot shall have a minimum area of one hectare and have frontage on Crumlin Road or Gore Road. *(OPA 91)*

Waste Management Resource Recovery Area

OUR VISION FOR THE WASTE MANAGEMENT RESOURCE RECOVERY AREA PLACE TYPE

1254_ The Waste Management Resource Recovery Area Place Type provides for the continued evolution of the W12A Landfill and surrounding area as an integrated waste management centre. Environmentally responsible and sustainable operations and practices, compatible land uses, and minimal impacts on the environment and surrounding properties will guide the future development of these lands. Landfills are important to the city's future growth and development, provide a necessary public benefit and the ability to manage the city's solid waste. All landfills will be designed to maximize utility and minimize negative impacts. Landfills will be maintained in accordance with the *Environmental Protection Act*, the *Ontario Water Resources Act*, the *Environmental Assessment Act* and all relevant federal, provincial and municipal legislation and regulations.

ROLE WITHIN THE CITY STRUCTURE

1255_ Landfills are an important component of the City's infrastructure, and are intended to be situated in areas where, over the course of their useful life, they will have minimal impact on sensitive uses, including residential uses in the Neighbourhoods and Rural Neighbourhoods Place Types.

HOW WILL WE REALIZE OUR VISION?

1256_ The policies in this chapter are intended to:

1. Apply to lands that are either currently used as a landfill, are for potential landfill expansion, or a landfill in the process of remediation.
2. Facilitate the transition into productive use as a landfill and facilitate the transition out of productive landfill use to other valuable uses at appropriate times.
3. Promote best practices in site selection, site design, operation, and remediation.
4. Provide guidelines consistent with the *Provincial Policy Statement* and in accordance with other provincial policies.
5. Provide opportunities for industrial land uses that use materials diverted from the landfill operations or use outputs or materials generated by the landfill operations.

LOCATION

1257_ The lands affected by this policy are shown on Map 1 - Place Types. The lands that contain the uses associated with the City's waste management and resource recovery operations are contained within these limits. Approximately half of these lands are occupied by the W12A waste disposal facility. Lands outside the active W12A waste disposal facility, but within the Waste Management Resource Recovery Area may be used for resource recovery and eco-industrial park uses, in conformity with the policies of this Plan , and subject to a zoning by-law amendment. Lands within the Waste Management Resource Recovery Area may be added to the area defined for the W12A landfill without an amendment to this Plan, subject to a zoning by-law amendment.

PERMITTED USES

1258_ The Waste Management Resource Recovery Area Place Type may permit the following, in conformity with the policies of this Plan:

1. Landfills.
2. Related uses necessary to the function, operation and education of all aspects of waste reduction, re-use, recycling, management, resource recovery, treatment and waste disposal.
3. Eco-Industrial Parks where industries are involved in the processing, fabricating, or manufacturing of products using materials available from the Waste Management Resource Recovery Area, including alternative energy sources.

USES PERMITTED BY SITE-SPECIFIC ZONING

1259_ In addition to the permitted uses listed under the Farmland Place Type, the following uses may be permitted on lands located within the Waste Management Resource Recovery Area by site-specific zoning, subject to the criteria listed in the Waste Management Resource Recovery Area policies, and the Civic Infrastructure policies of this Plan. Waste processing and other uses permitted by these policies shall require a component of municipal use :

1. Municipal waste disposal facility.
2. Landfill energy production system from landfill gas.
3. A leachate pre-treatment/hauled liquid waste facility.
4. Public drop-off depot for municipal hazardous or special waste.
5. Community recycling drop-off depot.
6. Material recovery facility.
7. Yard waste composting facility.
8. Source-separated organic composting facility.
9. Transfer stations associated with municipal waste disposal facilities.
10. Thermal, mechanical and biological processing of waste to reduce volumes, stabilize materials, treat residual waste and remove recyclables.
11. Other similar waste collection, processing and recovery functions.
12. Energy generation facilities, including wind and/or solar energy conversion system.
13. Eco-industrial park uses.

1260_ Farm dwellings and secondary farm dwellings shall not be permitted within this area.

1261_ Prior to the establishment of waste management activities, agricultural uses may be permitted. Waste management and resource recovery uses should be planned so as to cause the least disruption to existing agricultural uses and facilities.

1262_ Recreational uses may be established on municipally-owned lands within the Waste Management Resource Recovery Area Place Type through a Zoning By-Law amendment around the W12A landfill in conformity with the policies of this Plan and consistent with the *Provincial Policy Statement*.

INTENSITY

1263_ The Waste Management Resource Recovery Area Place Type will contain landfill operations that are scaled and designed such that negative environmental effects can be mitigated.

FORM

1264_ The following form policies apply to the Waste Management Resource Recovery Area Place Type:

1. Landfills will be suitably buffered from adjacent surrounding lands.
2. Landfills will be served by a limited number of entrance access points.
3. On-site building and structure requirements will be addressed through the site plan approval process.
4. The public realm will be designed to have respect for existing rural landscapes. Efforts should be made to buffer and thereby reduce the visibility of operations or buildings which detract from the rural character of the area.

APPLICATIONS TO ADD OR EXPAND THE WASTE MANAGEMENT RESOURCE RECOVERY AREA PLACE TYPE

1265_ Applications to expand or add new landfills will be required to meet all applicable provincial legislation and regulations, including but not limited to the *Environmental Protection Act*, the *Environmental Assessment Act* and the *Ontario Water Resources Act*.

1266_ Expansions will only be permitted where there is an identified need for additional land to be designated to accommodate the proposed expansion, and where consistent with the *Provincial Policy Statement*.

PLANNING AND DEVELOPMENT APPLICATIONS

1267_ In addition to meeting all applicable provincial legislation and regulations, all planning and development applications will be evaluated based on any City guideline for operating and closed landfill sites, and the following:

1. Provincial guidelines on landfill design.
2. Future rehabilitation.
3. Proximity to existing and future development.
4. Mitigation measures to address noise, dust, odour, litter and visual impacts.
5. Potential air quality, groundwater and surface water impacts.
6. The Planning and Development Applications policies of the Our Tools part of this Plan.

IMPLEMENTATION OF THE WASTE MANAGEMENT RESOURCE RECOVERY AREA POLICY

1268_ The process included below will be followed for all applications to add or expand an existing waste management and resource recovery use:

1. Lands within the Waste Management Resource Recovery Area will be zoned to reflect existing and approved uses. Residential uses, permanent or seasonal, will not be permitted. Existing residential uses will be subject to the Non-conforming Uses policies in the Our Tools part of this Plan.
2. Expansion of an existing waste management use or establishment of a new use must comply with the City's *Zoning By-law*.
3. Once the application has been accepted, City Council will consult with the Ministry of the Environment, Conservation and Parks to determine which provincial approvals process will be followed and integrate the technical reviews and public consultation accordingly. Impact Assessments relating to groundwater, surface water and air quality, noise and dust may be required.
4. The Waste Management Resource Recovery Area will be subject to the site plan control provisions of the *Planning Act*. The City, through the development of this area, will incorporate landscape design measures to reduce the visual impact of the Waste Management Resource Recovery Area site. *(OPA 78)*

1269_ The City will establish a natural heritage strategy with respect to the protection of the Shore Drain and any required enhancement of the potential fish habitat.

WASTE MANAGEMENT RESOURCE RECOVERY AREA TRUCK ROUTE

1270_ It is the intention of City Council that all traffic destined for the Waste Management Resource Recovery Area use the route so designated in the W12A Landfill Area Study, unless noted otherwise in other policies.

1271_ Appropriate signage for all truck route streets will be provided. City Council will ensure that Waste Management Resource Recovery Area traffic is monitored regularly and will take the appropriate action necessary to mitigate any negative impacts. City Council will further ensure that those streets on the designated route will be upgraded and maintained to the standard necessary for the type and volume of traffic generated by the Waste Management Resource Recovery Area.

LOT CREATION

1272_ Lot creation, either by consent or by plan of subdivision within the Waste Management Resource Recovery Area Place Type will not be permitted unless required to support approved landfill or resource recovery activities.

SURROUNDING LANDS

1273_ The following policies will apply to lands located within a 1,500 metre radius around the boundary of the Waste Management Resource Recovery Area Place Type.

1. The City will continue to work with property owners within a 1,500 metre radius of the Waste Management Resource Recovery Area to mitigate impacts related to odour, dust, litter and traffic.

2. Within the Farmland Place Type, the City will discourage new official plan and/or zoning by-law amendments to allow the development of new residential uses or other sensitive land uses within a 1,500 metre radius of the Waste Management Resource Recovery Area Place Type to provide appropriate separation distance to mitigate impacts.

3. The City will confine all municipal waste management and resource recovery uses and accessory uses to the Waste Management Resource Recovery Area Place Type.

1274_ The principal use permitted will be in conformity with the Farmland Place Type, and the Farmland policies of this Plan will apply.

ECO-INDUSTRIAL PARKS

1275_ Eco-industrial parks are emerging as the primary areas for testing and implementing industrial ecology. Similar to standard industrial parks, eco-industrial parks are designed to allow businesses and industries located in the eco-industrial park to share infrastructure as a means of enhancing production and minimizing costs. Businesses and industries located in eco-industrial parks may also use materials available from the waste and recyclable streams within their production chain.

1276_ A distinguishing feature of eco-industrial parks is their use of ecological design to foster collaboration between industries in managing environmental and energy issues. In an eco-industrial park setting, company production patterns and the maintenance of the eco-industrial park work together to follow the principles of a natural system through the recycling of resources and optimizing energy use within the constraints of the local and global ecosystem.

1277_ Eco-industrial parks offer industries the opportunity to cooperatively enhance both their economic and environmental performance through increased efficiency, waste minimization, innovation and technology development and access to new markets.

1278_ Eco-industrial parks may locate within the Waste Management Resource Recovery Area Place Type. The *Zoning By-law* will define the range of permitted uses, and may establish regulations and standards that require specific activities related to the landfill uses permitted in the place type. Permitted uses require the use of materials diverted from the landfill operations or materials or outputs generated by the landfill operations.

SPECIFIC POLICIES FOR WASTE MANAGEMENT RESOURCE RECOVERY AREA PLACE TYPE

1279_ The following policies relate to specific sites or areas within the Waste Management Resource Recovery Area Place Type. These policies serve to augment the general policies for Waste Management Resource Recovery Areas. Where there is a conflict between the following policies and the more general Waste Management Resource Recovery Area Place Type policies, these more specific policies shall prevail. Areas subject to specific policies are shown on Map 7 – Specific Policy Areas.

1280_ The provisions in this section apply to a specific defined area where it is appropriate to address development opportunities and constraints through specific policies that provide guidance to other relevant policies of this Plan.

W12A LANDFILL SITE

1281_ The W12A Landfill is a waste management facility owned and operated by the City of London for the purpose of disposing of municipal solid waste.

1282_ The City of London initiated the W12A Landfill Area Study to develop a plan for the evolution of this landfill facility as an integrated waste management and resource recovery centre and address land use impacts resulting from the continued use as a landfill facility and the added uses identified to maintain and expand the facility beyond 2023. The area study resulted in recommendations for inclusion of specific policies in the Official Plan and related guidelines to address matters such as impact mitigation, property acquisition, and the introduction of uses related to waste management, resource recovery, by-products and processes. The total area within the Waste Management Resource Recovery Area associated with the W12A landfill consists of 288 hectares of land.

> LANDFILL OBJECTIVES

1283_ The City of London recognizes the importance of the existing W12A landfill and the suitability of the existing location to minimize environmental and social impact while providing the important economic function of waste disposal. The other lands within the Waste Management and Resource Recovery Area are also a suitable location for landfilling and the expansion of an integrated Resource Recovery Centre for waste diversion, waste processing and waste disposal, using principles of sustainability which are socially, environmentally and fiscally responsible. The use of land within the Waste Management Resource Recovery Area will be directed toward the following objectives:

1. To support the environment, public health and safety, and the interests of residents by ensuring that all environmental, social and financial impacts of waste management/resource recovery activities are sufficiently controlled or mitigated in a timely manner.
2. To provide opportunities for future City of London waste management programs by defining and describing the land uses within the Waste Management Resource Recovery Area and securing an operating landfill site well into the future.
3. To provide continuing public input and consultation.
4. To provide flexibility to accommodate future changes in technology and market demand.
5. To promote a streamlined decision making process for new waste management/resource recovery activities.
6. To identify and promote economic development and public interest opportunities arising from waste management/resource recovery activities.

> MUNICIPAL WASTE DISPOSAL

1284_ The following policies presume that waste disposal activities will be subject to an approval under the *Environmental Assessment Act*. Should the Ministry of the Environment, Conservation and Parks not require an Environmental Assessment, the City may require studies regarding environmental, economic and social impact. *(OPA 78)*

1285_ The landfill site will consist of a landfill area and a peripheral area. The fill area is where actual land filling activity is undertaken. The peripheral area will contain setbacks from other place types, and will permit uses accessory to a landfill activity such as buildings, equipment and material storage, access roads, stormwater collection ponds, environmental remedial facilities such as leachate collection and treatment, environmental monitoring systems and nuisance control measures.

1286_ Access to a waste disposal area is permitted only from an approved Waste Management Truck Route.

> RESOURCE RECOVERY

1287_ Should the Ministry of the Environment, Conservation and Parks not require approval under the *Environmental Assessment Act*, the City may require studies regarding environmental, economic and social impact. *(OPA 78)*

1288_ It is intended that a wide range of waste processing and accessory uses be permitted and that this policy be used to encourage the utilization of new technologies and innovation methods, subject to applicable approvals under the *Environmental Assessment Act*.

1289_ Access to a waste processing area will be permitted only from an approved Waste Management Truck Route, subject to applicable approvals under the *Environmental Assessment Act*.

> POST CLOSURE OF LANDFILL SITE

1290_ The following policies presume that post closure activities will be subject to a an Environmental Compliance Approval, and that the Province will have final approval of any end use on a closed landfill for a period of 25 years in accordance with Section 46 of the *Environmental Protection Act*.

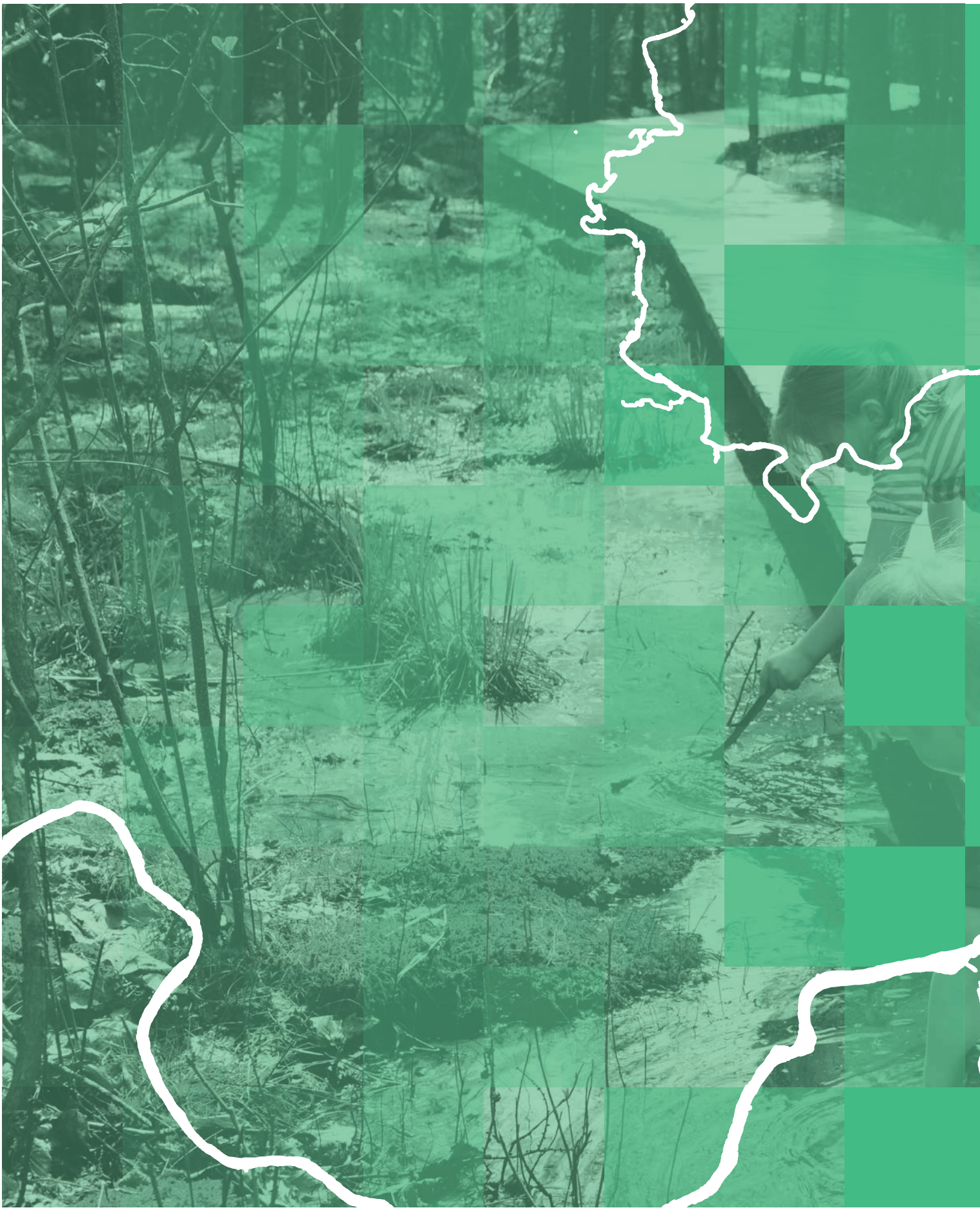
1. The principal post closure use will be passive open space.
2. Uses that are compatible, or can be made compatible with neighbouring ongoing waste management activities and adjacent place types, such as agricultural uses and active recreational uses, may be permitted.
3. Uses accessory to a waste management activity may be permitted.
4. An amendment to Map 1- Place Types to remove the lands from the Waste Management Resource Recovery Area Place Type will be required.

1291_ Access to a closed landfill for uses not associated with a waste management activity will only be permitted from Manning Drive.

> GUIDELINES FOR LANDFILL SITES

1292_ A guideline document may be prepared, in conformity with the Our Tools part of this Plan, for operating landfill sites which produce gases, leachate, dust, odour, noise or litter impact. The guideline document will include:

1. The location of all known waste disposal sites together with their potential influence areas.
2. Minimum separation distances and buffering measures that may be required between the Waste Management Resource Recovery Area and future development.
3. Criteria which may be satisfied in order to allow for a reduction in separation distances.
4. The content of studies required to indicate how a site is secure, or can be made secure from contamination by leachate, methane, and/or other soil gases.
5. Guidelines for monitoring and/or remediating groundwater, surface water and air quality on an ongoing basis.
6. The role of the City, the Province, and other affected agencies in reviewing applications which may be affected by leachate, methane and/or other soil gases.
7. Other relevant information, as applicable.



ENVIRONMENTAL POLICIES

Environmental Policies

WHAT ARE ENVIRONMENTAL POLICIES?

1293_ Protection, management and enhancement of the environment is central to all of the planning that we do. Our Environmental Policies provide direction for:

1. The identification, protection, conservation, enhancement, and management of our Natural Heritage System.
2. The minimization of risks associated with Natural and Human-made Hazards.
3. The identification, protection, and conservation of our Natural Resources.

WHY ARE ENVIRONMENTAL POLICIES IMPORTANT TO OUR FUTURE?

1294_ As London grows and develops, the policies for the protection, conservation, enhancement, and management of our Natural Heritage System will ensure that future generations will continue to enjoy our natural heritage features and areas of the city. Policies that direct development away from hazard areas will minimize risks to public health, safety, and property from both natural and human-made hazards. The Natural Resources policies will ensure that our drinking water supply will be protected, and that aggregate resources are protected and conserved to ensure that they are available for extraction over the long term, that impacts from extraction activities are minimized, and that sites will be restored and rehabilitated once the aggregate resource has been removed. These policies all work together to ensure that the City's Natural Heritage System is protected and that development is directed away from areas of significant natural or human-made hazards or natural resources.

WHAT ARE WE TRYING TO ACHIEVE?

1295_ Our Environmental Policies will provide clear direction for the long-term protection and conservation of our Natural Heritage System and our Natural Resources and ensure that development is directed away from Natural and Human-made Hazards.

HOW ARE WE GOING TO ACHIEVE THIS?

1296_ These policies must be read and considered in the review and evaluation of all planning and development applications, public projects, public works, or any other activity within or adjacent to any component of the Natural Heritage System, or on or within any lands identified as Natural and Human-made Hazards or Natural Resources. All applications, works and activities shall conform with these policies. Map 5 - Natural Heritage and Map 6 – Hazards and Natural Resources are to be used in conjunction with these policies.

1297_ The Environmental Policies that follow address:

1. Natural Heritage
2. Natural and Human-made Hazards
3. Natural Resources

Natural Heritage

WHAT IS NATURAL HERITAGE?

1298_ The City's Natural Heritage System is a system of natural heritage features and areas and linkages intended to provide connectivity at the regional or site level and support natural processes which are necessary to maintain biological and geological diversity, natural functions, viable populations of native species, and ecosystems. In London, this includes natural heritage features and areas, provincial parks, other natural heritage features, lands that have been restored or have the potential to be restored to a natural state, areas that support hydrologic functions and working landscapes that enable ecological functions to continue. The City's Natural Heritage System is shown on Map 5 – Natural Heritage.

1299_ The natural heritage features and areas found in London include environmentally significant areas, provincially significant wetlands and wetlands, fish habitat, significant woodlands and woodlands, significant valleylands, the habitat of endangered and threatened species, significant wildlife habitat, and significant areas of natural and scientific interest, which are all important for their environmental and social values as a legacy of the natural landscapes of the City of London and the surrounding area.

1300_ London's natural environment has shaped the city since London was first founded along the banks of the Thames River. The City will consider how natural heritage features and areas relate to one another and the role each natural heritage feature or area plays within the Natural Heritage System. Many of these natural heritage features and areas and their associated functions have city-wide, regional or provincial significance, and many of the features extend beyond the city and form part of the broader Natural Heritage System of southwestern Ontario.

1301_ The diversity and connectivity of natural features and areas, and the long-term ecological function and biodiversity of Natural Heritage Systems, will be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and groundwater features. It is important to note that ecosystem processes are happening everywhere, not just in a defined Natural Heritage System, and that recognition of ecosystem based planning needs to account for all these processes across the City of London. Not all natural heritage features and areas are physically connected to each other. This is because there is a scattered pattern of remnant natural heritage features and areas across the landscape that has been modified over time by human activities.

1302_ Surface and groundwater features and their hydrological functions are to be considered as part of the systems approach to land use planning, consistent with the *Provincial Policy Statement* and in conformity with the City Structure Plan in the Our City part of this Plan, that establishes watersheds as a component of our City Structure. Factors to be considered in this systems approach include the surface water catchment areas of wetlands that are necessary to maintain a natural heritage feature and area, species or function, including the water balance and areas where natural heritage features and groundwater conditions or seepage areas are connected. Sensitive recharge or vulnerable aquifer features identified through *Source Protection Plans* are important water resource areas that may require additional consideration in conformity with the Natural Resources policies of this Plan.

1303_ The Natural Heritage policies establish requirements for the identification, delineation and protection of the natural heritage features and areas that form the City of London's Natural Heritage System. Policies establish how we identify and define the boundaries of the significant natural heritage features and areas, how we assess the impacts of development on them, and how we will protect them, restore them and mitigate the impacts of development on the natural heritage features and areas and the overall Natural Heritage System.

WHY IS NATURAL HERITAGE IMPORTANT TO OUR FUTURE?

1304_ One of the many assets that Londoners say makes London great is the Thames River Valley and its tributaries and our unique natural environment within the urban fabric of the city. Our Natural Heritage System contributes to both our high quality of life and our image as The Forest City. The significant valleylands of the Thames River Valley, the provincially significant wetlands of Westminster Ponds and Sifton Bog, and the significant woodlands of Warbler Woods, Meadowlily Woods and the Medway Valley are just some of the significant natural heritage features and areas that help to define London. These places are also key components of the City's Natural Heritage System and, like the many other natural heritage features and areas that form the Natural Heritage System, shall be protected and managed to improve their ecological integrity and to provide opportunities for public use where appropriate.

1305_ London is located in the Carolinian Life Zone at the northern limit of the Eastern Deciduous Forest Region - the most biologically diverse in all of Canada. The Carolinian forest is a term used to describe the special plant and animal species that are found in our region – some of which are found only in the Carolinian Life Zone in Canada. London's biodiversity is our natural wealth, providing irreplaceable ecosystem functions like clean air and water, productive soils, and food. Greater biodiversity makes our Natural Heritage System more sustainable over the long term.

1306_ In London, nature truly is at our doorstep, and these rich surroundings provide us with convenient access to natural features and areas. We are fortunate to have a Natural Heritage System that runs through the city and our neighbourhoods. This creates the opportunity for us to share these areas with the plants and animals that make them their home. Managed and appropriate access to these natural features and areas provides health and wellness benefits for all Londoners. These spaces are also important to London's sustainability and for a healthy urban and rural environment that is also resilient to the expected impacts of climate change.

WHAT ARE WE TRYING TO ACHIEVE?

1307_ The Natural Heritage policies of this Plan provide for the identification and protection of natural heritage features and areas and the ecological functions, processes, and linkages that they provide over the long term.

1308_ We will plan for our city to ensure that London's Natural Heritage System is protected, conserved, enhanced, and managed for present and for future generations by taking the following actions:

1. Achieve healthy terrestrial and aquatic ecosystems in the city's subwatersheds.
2. Provide for the identification, protection, rehabilitation, and management of natural heritage features and areas and their ecological functions.
3. Protect, maintain, and improve surface and groundwater quality and quantity by protecting wetlands, groundwater recharge areas and headwater streams.
4. Enhance, protect and conserve the Natural Heritage System through well planned built form and community design.
5. Maintain, restore, monitor and improve the diversity and connectivity of natural heritage features and areas and the long-term ecological function and biodiversity of Natural Heritage Systems.
6. Encourage, through education and incentive programs, the cooperation of property owners in the maintenance of, or enhancement to, the naturalization of lands and the sustainable use of our Natural Heritage System.
7. Monitor the potential impacts of climate change to maintain the integrity and resiliency of the Natural Heritage System and adjust management activities accordingly.
8. Provide opportunities for appropriate recreational activities based on the ecological sensitivities of the area.

HOW ARE WE GOING TO ACHIEVE THIS?

1309_ The Natural Heritage policies are intended to protect the natural heritage features and areas over the long term by establishing requirements for the identification and protection of the Natural Heritage System through public ownership and acquisition, stewardship, management and rehabilitation, ecological buffers, and environmental studies including but not limited to conservation master plans, secondary plans, environmental impact studies, hydrogeological studies, environmental assessments, and subject lands status reports.

1310_ The City of London Subwatershed Plans provide background, framework and broad direction for the content and implementation of the Natural Heritage and water resources management policies of this Plan. Since the original Subwatershed Plans were completed, the City has undertaken subwatershed studies for many of the subwatersheds. Information from these studies is one source that is used to ensure that the Natural Heritage policies and Map 5 - Natural Heritage, remain current.

1311_ The Subwatershed Plans applied an ecosystem, water resources and landscape-based planning approach to: the identification of lands to be protected or conserved; criteria to be applied in the planning and design of development to protect and restore natural features and ecological functions; opportunities for enhancement and rehabilitation of natural features and ecological functions; management practices to mitigate impacts from existing and proposed land uses; and programs to promote education, awareness and stewardship. These Plans provide a generalized level of direction that continues to be refined through comprehensive area-specific assessments and studies, including secondary plans, conservation master plans, subwatershed updates and reviews, master drainage plans, environmental assessments, subject lands status reports, and environmental impact studies.

1312_ Watershed report cards produced by the local conservation authorities provide a base level of monitoring for various ecological functions, from water quality to forest cover in each watershed. This information extends beyond London's boundaries. The City also carries out detailed water quality monitoring on the Thames River and many of its tributaries. These monitoring programs may provide baseline information to be used to evaluate the policies of this Plan.

1313_ Most, but not all, natural heritage features and areas identified or delineated on Map 5 are within the Green Space Place Type or the Environmental Review Place Type on Map 1 – Place Types, depending on the attributes of the natural feature and the need for further evaluation to assess significance, refine boundaries, and determine the appropriate level of protection. Where natural heritage features and areas are within the Green Space or Environmental Review Place Type, the Natural Heritage policies shall be read in conjunction with the Green Space or Environmental Review policies of this Plan.

1314_ Components of the Natural Heritage System that are identified or delineated on Map 5 but not within the Green Space or Environmental Review Place Types on Map 1, will be evaluated to further assess their significance and determine the need for protection under the policies of this Plan. Where appropriate, these features and functions may be protected in whole or in part through measures such as, but not limited to, Open Space zoning, tree preservation plans associated with subdivision or site plan applications, public land acquisition, site alteration and tree conservation by-laws, conservation easements, and private stewardship initiatives.

1315_ Natural heritage areas that are within the Green Space Place Type represent significant natural features and ecological functions. In addition to the protection provided by their inclusion in the Green Space Place Type, additional measures to provide for their protection and rehabilitation are considered necessary.

COMPONENTS OF THE NATURAL HERITAGE SYSTEM

1316_ The policies in this chapter apply to recognized and potential or unevaluated components of the Natural Heritage System as identified or delineated on Map 5, or features that may be considered for inclusion on Map 5. Not all components of the Natural Heritage System are necessarily mapped on Map 5. In the review of any planning and development application, an initial review of the lands shall be undertaken to confirm the presence or absence of any natural features and areas that may be present that have not been mapped to determine if further evaluation of the feature is required.

1317_ Where a new or expanded component of the Natural Heritage System has been identified through a required study associated with a planning and development application, environmental assessment or municipal infrastructure project, the natural heritage feature or area shall be added to Map 5 and identified as Green Space on Map 1.

1318_ The following policies address the criteria used to identify and evaluate natural heritage areas for their significance, and may be complemented by *Environmental Management Guidelines* adopted by City Council. Significant components of the Natural Heritage System identified or delineated for protection will be shown as Green Space Place Type on Map 1. Certain components of the Natural Heritage System will be identified and evaluated in accordance with provincial requirements. These policies also address the protection of environmental quality and ecological function with respect to water quality, water quantity, groundwater recharge areas, headwater streams and highly vulnerable aquifers when read in conjunction with the Natural Resources policies of this Plan.

1319_ Natural heritage features and areas and other areas included in the Green Space Place Type include:

1. Fish Habitat
2. Habitat of Endangered Species and Threatened Species
3. Provincially Significant Wetlands and Wetlands
4. Significant Woodlands and Woodlands
5. Significant Valleylands
6. Significant Wildlife Habitat
7. Areas of Natural and Scientific Interest
8. Water Resource Systems
9. Environmentally Significant Areas
10. Upland Corridors
11. Naturalization Areas
12. Other lands as identified through an environmental study

1320_ Natural heritage features and areas included in the Environmental Review Place Type include:

1. Unevaluated Wetlands
2. Unevaluated Vegetation Patches
3. Valleylands
4. Potential Environmentally Significant Areas

1321_ City Council may encourage the retention of natural features or functions other than the features listed above, through the planning and development application process.

1322_ Where warranted on the basis of an environmental study accepted by the City, consistent with the relevant criteria of the Natural Heritage policies of this Plan, natural heritage features and areas may be identified and delineated on Map 5 and included in the Green Space Place Type on Map 1 by amendment to this Plan.

FISH HABITAT

1323_ Fish habitat as defined in the Fisheries Act, means spawning grounds and any other areas, including nursery, rearing, food supply, and migration areas on which fish depend directly or indirectly in order to carry out their life processes. Healthy aquatic communities are generally a good indicator of environmental health. The Thames River and London's creeks and streams support a variety of cold water and warm water fisheries; however, these fish habitats are vulnerable to degradation from factors such as channelization, loss of stream bank vegetation, untreated urban runoff, increased sedimentation and changes in the timing, temperature and amount of stormwater entering the watercourse. The harmful alteration, disruption or destruction of fish habitat is generally prohibited under the Fisheries Act. It is the City's intention to encourage improvement of productive capacity of this habitat. The extent and significance of fish habitat shall be determined in consultation with the Ministry of Natural Resources and Forestry, as amended, the conservation authority having jurisdiction over the area, and Fisheries and Oceans Canada. *(OPA 78) (OPA 111)*

1324_ Development and site alteration shall not be permitted in fish habitat except in accordance with relevant provincial and federal requirements.

HABITAT OF ENDANGERED SPECIES AND THREATENED SPECIES

1325_ Provincially, species at risk are identified as extirpated, endangered, threatened or special concern on the *Species at Risk in Ontario* list. The Ministry of Natural Resources and Forestry, as amended, administers the Endangered Species Act, to protect and conserve species at risk and their habitats. Guidance for surveying and determining habitat of endangered and threatened species may be provided by the Ministry of Natural Resources and Forestry, as amended. Federally protected aquatic species at risk need to be considered in a planning application. Federal species at risk are those listed under Schedule 1 of the federal *Species at Risk Act* (SARA). The Minister of Fisheries and Oceans administers the Act with respect to aquatic species at risk (fishes and mussels). The location of such waters and habitats is identified on Fisheries and Oceans Canada (DFO) *Aquatic Species at Risk Distribution and Critical Habitat* maps. *(OPA 78) (OPA 111)*

1326_ Secondary plans, subject lands status reports and/or environmental impact studies will delineate the extent of the habitat of endangered, threatened and special concern species.

1327_ The habitats of endangered and threatened species have habitat protection under the Endangered Species Act, while special concern species may qualify for habitat protection under significant wildlife habitat criteria, and will be based on an evaluation of the following considerations: *(OPA 111)*

1. The identification and delineation of the presence and extent of habitat of endangered species and threatened species will be confirmed by the Ministry of Natural Resources and Forestry, as amended. *(OPA 111)*

2. Habitat that is necessary for the maintenance, survival, and/or the recovery of naturally occurring or reintroduced populations of endangered species or threatened species, and where those areas of occurrence are occupied or habitually occupied by the species during all or any part(s) of its life cycle.

3. Species-specific requirements identified in action plans or recovery plans or management guidelines, or Department of Fisheries and Oceans (DFO) approvals, or through an approved environmental impact study. *(OPA 78)*

1328_ Development and site alteration shall not be permitted in the habitat of endangered species and threatened species, except in accordance with provincial and federal requirements.

1329_ Development and site alteration shall not be permitted within waters supporting aquatic species at risk listed under Schedule 1 of SARA and their critical habitats unless an environmental impact study demonstrates that there will be no negative impacts on natural heritage features and areas and their ecological functions, and SARA provisions have been addressed.

PROVINCIALLY SIGNIFICANT WETLANDS, WETLANDS, AND UNEVALUATED WETLANDS

1330_ Wetlands are defined as lands that are seasonally or permanently covered by shallow water, as well as lands where the water is close to or at the surface. In either case, the presence of abundant water has caused the formation of hydric soils and has favoured the dominance of either hydrophytic plants or water tolerant plants. The four main types of wetlands are swamps, marshes, bogs and fens. Periodically soaked or lands or wetlands being used for agricultural purposes which no longer exhibit wetland characteristics are not considered to be wetlands for the purposes of this definition.

1331_ Wetlands provide important habitat for plants, fish and wildlife that are fully dependent on the presence of a wetland, and for wildlife that need wetlands to complete some life cycle requirements. Wetlands provide important staging and breeding areas for waterfowl. Wetlands also influence the quality, temperature and flow of water and provide storage capacity to offset peak flows associated with storm events. They are important source water protection areas and have groundwater recharge and discharge functions. Some types of wetlands have deep organic soils. Wetlands are also important for their cultural values including such activities as hunting, recreation, education and research, and cultural heritage.

1332_ Development and site alteration shall not be permitted in provincially significant wetlands as identified on Map 5 or determined through environmental studies consistent with the Provincial Policy Statement and in conformity with this Plan. Wetlands evaluated using the *Ontario Wetland Evaluation System* are classified on the basis of scores determined through the evaluation. Wetlands meeting the criteria set forth by the Ministry of Natural Resources and Forestry, as amended, shall be accepted by the Ministry of Natural Resources and Forestry, as amended, and shall be mapped as provincially significant wetlands on Map 5 and included in the Green Space Place Type on Map 1. Wetlands can be identified using Ecological Land Classification. Where a wetland is identified through Ecological Land Classification, the significance of the wetland must be evaluated using the *Ontario Wetland Evaluation System*. *(OPA 78) (OPA 111)*

1333_ For wetlands that are evaluated using the *Ontario Wetland Evaluation System* (OWES) and confirmed by the City and accepted by the Ministry of Natural Resources and Forestry, as amended, to not be provincially significant, the City of London shall identify the wetland on Map 5 as wetland and include it in the Green Space Place Type on Map 1. *(OPA 78) (OPA 111)*

1334_ For non-provincially significant wetlands there shall be no net loss of the wetlands' features or functions. In some instances, and in consultation with the conservation authority having jurisdiction, the City may consider the replacement of wetlands rather than in situ protection where the features and functions of the wetland may be provided elsewhere and would enhance or restore the Natural Heritage System. Such replacement will be on at least a one-to-one land area basis except:

1. Where a wetland is between 0.1 ha and 0.5 ha, replacement may be considered at less than a one-to-one land area basis if there will be a net gain to wetland function and the overall natural heritage system; and

2. Where a wetland is less than 0.1 ha, the City may consider replacement on a less than one-to-one land area basis and /or additional measures to achieve no net loss of function.

1335_ Development and site alteration shall not be permitted within and/or adjacent to an unevaluated wetland identified on Map 5 and/or if an Ecological Land Classification determines that a vegetation community is a wetland that has not been evaluated. City Council shall require that the unevaluated wetlands be evaluated by qualified persons in accordance with the *Ontario Wetlands Evaluation System*. The evaluation must be approved by the Ministry of Northern Development, Mines, Natural Resources and Forestry. Map 1 - Place Types and Map 5 - Natural Heritage shall be amended as required to reflect the results of the evaluation. *(OPA 78)*

1336_ Wetlands and their surrounding areas of interference are subject to the Natural and Human-made Hazards policies of this Plan, and regulation under the *Conservation Authorities Act*. *(OPA 111)*

SIGNIFICANT WOODLANDS AND WOODLANDS

1337_ Woodlands means treed areas that provide environmental and economic benefits to both the private landowner and the general public, such as erosion prevention, hydrological and nutrient cycling, provision of clean air and the long-term storage of carbon, provision of wildlife habitat, outdoor recreational opportunities, and the sustainable harvest of a wide range of woodland product. Woodlands include treed areas, woodlots or forested areas that may vary in their level of significance at the local, regional and provincial levels.

1338_ Woodlands identified through the Subwatershed Plans that have not been evaluated for significance and are located outside of the recognized environmentally significant areas are identified as vegetation patches on Map 5. New woodlands may be added to Map 5 through an amendment to this Plan, on the basis of more detailed environmental studies.

1339_ Potentially significant woodlands and other vegetation forms that have not been evaluated are identified as unevaluated vegetation patches on Map 5 and may be shown as Environmental Review on Map 1.

1340_ A woodland will be considered significant if it achieves a minimum of one High or five Medium criteria scores as determined by application of the *Environmental Management Guidelines*. A significant woodland will be included in the Green Space Place Type on Map 1 and identified as significant woodlands on Map 5. *(OPA 78)*

1341_ The significance of woodlands will be based on an evaluation of the following considerations and the Ministry of Natural Resources and Forestry's, as amended, *Natural Heritage Reference Manual: (OPA 111)*

1. The woodland contains natural features and ecological functions that are important to the environmental quality and integrity of the Natural Heritage System. These include site protection (hydrology and erosion/slope) and landscape integrity (richness, connectivity and distribution).
2. The woodland provides important ecological functions and has an age, size, site quality, diversity of biological communities and associated species that is uncommon for the planning area.
3. The woodland is important for the provision of a balanced distribution of open space amenities and passive recreational opportunities across the urban area.
4. The woodland provides significant habitat for species at risk.
5. The woodland contains distinctive, unusual or high-quality natural communities or landforms. *(OPA 78)*

1342_ Woodlands that are determined to be ecologically significant on the basis of the criteria in this Plan and the application of the *Environmental Management Guidelines* will be included in the Green Space Place Type on Map 1 and identified as significant woodlands on Map 5. *(OPA 78)*

1342A_ Development and site alteration shall not be permitted in significant woodlands unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions.

1342B_ In some instances, for significant woodlands located within an Urban Place Type on Map 1, replacement may be considered rather than in situ protection where the features and functions may be provided elsewhere and would enhance or restore the Natural Heritage System, to the City's satisfaction. These features will be included in the Green Space Place Type on Map 1 and significant woodland on Map 5.

1343_ Woodlands that are not determined to be ecologically significant but are to be retained for public open space or park purposes, or woodlands to be retained at the property owner's request as a private woodland, will be included in the Green Space Place Type on Map 1 and identified as woodlands on Map 5. If a woodland is evaluated and confirmed as not being ecologically significant and is not to be retained, the lands may be changed from the Environmental Review Place Type to another place type in conformity with the policies of this Plan, and the woodlands or unevaluated vegetation patch identified on Map 5 may be removed.

SIGNIFICANT VALLEYLANDS AND VALLEYLANDS

1344_ Valleylands are defined as a natural area that occurs in a valley or other landform depression that has water flowing through or standing for some period of the year, and includes rivers, streams, other watercourses and ravines.

1344A_ Significant valleylands and valleylands provide opportunities for the logical extension of the City's trail and pathway systems.

1345_ Valleylands can provide a number of important natural heritage values and ecological functions. They also overlap and are an integral part with a number of different natural heritage features and areas, such as woodlands, wetlands, wildlife habitat, etc. Valleylands may contain natural habitat or the potential to contain natural habitat, they link many aspects of the Natural Heritage System, and they facilitate species richness, movement and diversity. Valleylands are the water collection systems for watersheds, providing vital support to the city's natural environment. In addition to these ecological functions, valleylands may also provide protection from flooding and other natural hazard processes.

1346_ Significant valleylands have been identified on Map 5. Significant valleylands are included in the Green Space Place Type on Map 1. Valleylands are included in the Environmental Review Place Type, pending further evaluation.

> IDENTIFICATION OF SIGNIFICANT VALLEYLANDS

1347_ The identification of significant valleylands will be based on an evaluation of their ecological, hazard protection, and water resources management functions including the following considerations:

1. The valleyland performs an important water resources role relating to headwater functions, surface drainage, groundwater recharge or discharge, or filtering of surface water sediments.
2. The valleyland contains distinctive, unusual natural communities or landforms of high quality.
3. The valleyland represents mostly continuous, large natural areas that provide for wildlife movement, linkages and connections that typically extend beyond the City or subwatershed boundaries.
4. The valleyland provides linkage or a corridor between significant natural heritage features and areas.
5. The valleyland provides opportunities to create linkages or corridors and opportunities for rehabilitation of the landform to a natural state, or to a state that can support healthy natural communities.
6. The valleyland plays an important role in minimizing land use impacts by providing a physical separation or buffer between incompatible forms of development.
7. The valleyland has physical characteristics, related to size, depth and slope gradient, that are susceptible to slope instability or erosion and that are expected to present constraints to development.
8. *Policy Deleted*
9. Additional criteria as identified in the *Natural Heritage Reference Manual*.

1348_ Within the City of London the entire length of the Thames River corridor is recognized as a significant valleyland on Map 5. Also, the main branches of Stoney Creek, Medway Creek, Dingman Creek, Pottersburg Creek, Wabuno Creek, Mud Creek, Stanton Drain, Kelly Drain and numerous tributary streams are significant valleylands as identified on Map 5.

1349_ Development and site alteration shall not be permitted in significant valleylands unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions.

> DETERMINATION OF THE WIDTH OF SIGNIFICANT VALLEYLANDS

1350_ Significant valleylands are included in the Green Space Place Type on Map 1, and identified on Map 5 with the corridor width to be determined and delineated on the basis of the following criteria:

1. The valleyland width shall be sufficient to accommodate the natural features and ecological functions that contribute to its significance including water resource functions such as flood plain and erosion hazards, riparian buffers for natural features, ecological functions and water quality and quantity. This will be determined through the preparation of a secondary plan, environmental impact study and/or subject lands status report.

2. The minimum width of significant valleylands will generally be comprised of 30 metres on each side of the watercourse measured from the high water mark. The ultimate width of a corridor will be established on a case-by-case basis to address the impacts of the adjacent development and the sensitivity of the features and functions through the application of the *Environmental Management Guidelines*, as part of an environmental impact study and/or subject lands status report approved by the City. The City may also consider technical and/ or scientific documents that reflect improvement in scientific knowledge regarding natural features.

3. The valleyland width will be sufficient to support and provide corridor functions.

4. *Policy Deleted (OPA 78)*

> ALTERATION TO RIVER OR STREAM VALLEYS AND WATERCOURSES

1351_ City Council, in consultation with the conservation authority having jurisdiction, may consider alterations to river or stream valleys and watercourses to enhance, rehabilitate and restore the system through such measures as:

1. Bank stabilization
2. The creation of riffles and pools
3. Restoration of meandering and natural stream fluvial morphology
4. Plantings
5. Removal of barriers
6. Relocation

SIGNIFICANT WILDLIFE HABITAT

1352_ Wildlife habitat means areas where plants, animals and other organisms live, and find adequate amounts of food, water, shelter and space needed to sustain their populations. Specific wildlife habitats of concern may include areas where species concentrate at a vulnerable point in their annual or life cycle, and areas which are important to migratory or non-migratory species. Significant wildlife habitat is ecologically important in terms of features, functions, representation or amount, and contributing to the quality and diversity of an identifiable geographic area or Natural Heritage System.

1353_ Development and site alteration shall not be permitted in significant wildlife habitat unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions.

1354_ The significance of wildlife habitat will be assessed following the processes outlined in the *Natural Heritage Reference Manual*. Applicants shall evaluate the significance of wildlife habitat using criteria outlined in the Ministry of Natural Resources and Forestry's, as amended, *Significant Wildlife Habitat Technical Guide*, the *Natural Heritage Reference Manual*, and associated *Ecoregion 7E Criteria Schedule*. The following will also be considered: *(OPA 111)*

1. It is an area of habitat where particularly important wildlife species are concentrated or are particularly susceptible to impacts for a specific period of their life cycle. These areas include but are not limited to: seasonal concentration areas; rare vegetation communities; specialized habitat for wildlife; habitat for special concern species; habitat for species of conservation concern; and animal movement corridors.
2. The amount of the specific type of habitat that exists within the

context of the ecological region and its representation within other components of the Natural Heritage System. In the City of London, examples of under-represented habitat types include marshes, tall grass prairie and savannah, bog, fen, bluff, shallow aquatic and open aquatic.

3. It is an area of habitat having a high diversity of species that are of value for research, conservation, education and passive recreation opportunities. *(OPA 78)*

1355_ Areas confirmed as significant wildlife habitat will be included in the Green Space Place Type on Map 1.

AREAS OF NATURAL AND SCIENTIFIC INTEREST

1356_ Areas of natural and scientific interest (ANSIs) represent high-quality and unique life science and earth science features across a variety of landscapes throughout the province. Life science areas of natural and scientific interest are significant representative segments of Ontario's biodiversity and natural landscapes including specific types of forests, valleys, prairies and wetlands, their native plants and animals, and their supporting environments. Earth science areas of natural and scientific interest include the best representative of bedrock, fossils and glacial landforms.

1357_ There are two provincially significant life science ANSIs in London: Warbler Woods or the Byron Woods, and Komoka Provincial Park. The Komoka Provincial Park ANSI exhibits part of a Lake Maumee II bluff, which is a provincially significant earth science ANSI. Kilworth Lake Maumee provincially significant earth science ANSI also represents a Lake Maumee shoreline and bluff. There are several regionally significant life science ANSIs located within environmentally significant areas. These include Sifton Bog, Westminster Ponds, and Kains Road River Valley. These areas are included within recognized environmentally significant areas as identified on Map 5.

1358_ Lands within the Komoka Provincial Park are not subject to the policies of the Plan as it is regulated under the *Provincial Parks and Conservation Reserves Act*. However, lands adjacent to the Park shall be addressed in conformity with the policies of this Plan and consistent with the *Provincial Policy Statement*.

1359_ The significance of areas of natural and scientific interest will be evaluated in accordance with provincial criteria.

1360_ Development and site alteration shall not be permitted in or adjacent to areas of natural and scientific interest unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions.

WATER RESOURCE SYSTEMS

1361_ The water resource system is addressed from a number of perspectives in this Plan. The Natural Heritage chapter addresses water quality and quantity through the protection of natural heritage features and areas. Water quality and quantity are also protected through the Natural Resources policies, storm water management policies, water supply and sanitary sewerage policies, and water conservation policies of this Plan.

1362_ Groundwater features include recharge/discharge areas, water tables, and aquifers. Surface water features include headwaters, rivers, stream channels, seepage areas, recharge/discharge areas, springs, wetlands and associated riparian lands. Groundwater and surface water features are key components in the functioning of the hydrologic cycle. Significant groundwater recharge areas and highly vulnerable areas have been identified through *Source Protection Plans*. Streams are shown as a base map feature on Maps 5 and 6 of this Plan. Headwater streams or other tributaries may be identified as a significant valleyland or a valleyland on Map 5 – Natural Heritage. The City will require that the hydrological function of these areas be protected and the linkages and related functions of these features be maintained through its planning approval processes.

1363_ The City shall protect, improve or restore the quantity and quality of groundwater and surface water through its planning approval processes, consistent with the *Provincial Policy Statement* and in conformity with the Natural Resources policies of this Plan. The Subwatershed Plans and the stormwater management policies in the Civic Infrastructure chapter of this Plan also provide guidance for the measures necessary to achieve this interest. The City will also promote efficient and sustainable use of water resources including practices for water conservation and sustaining water quality.

1364_ Development and site alteration will be restricted and mitigative measures or alternative development approaches may be required in or near sensitive surface water features and sensitive groundwater features in order to protect, improve and/or restore these features and their related hydrologic functions consistent with the *Provincial Policy Statement*. In accordance with the *Source Protection Plans*, uses or activities that may be a significant drinking water threat may be prohibited, restricted or otherwise regulated by the policies of the *Source Protection Plan.* Areas of significant drinking water threat are identified in the *Source Protection Plans*.

1365_ The City will implement *Source Protection Plans* under the provisions of the *Clean Water Act*, and this Plan will be amended, as required, to conform with relevant policies set out in the *Source Protection Plan*.

1366_ The City will also cooperate with Middlesex County, the surrounding municipalities and the conservation authorities to ensure that water quality and quantity goals and objectives identified in the Subwatershed Plans are achieved across municipal boundaries.

ENVIRONMENTALLY SIGNIFICANT AREAS

1367_ Environmentally significant areas (ESAs) are large areas that contain natural features and perform ecological functions that warrant their retention in a natural state. Environmentally significant areas are large features of the Natural Heritage System, often represented by a complex of wetlands, woodlands, significant wildlife habitat or valleylands. Wetlands, areas of natural and scientific interest and species at risk will be identified and evaluated in accordance with provincial requirements. While environmentally significant areas are protected by their inclusion in the Green Space Place Type, additional measures to provide for their protection, management and utilization are considered necessary, and may include the preparation of conservation master plans. Environmentally significant areas are delineated through the application of the *Environmental Management Guidelines* and through the application of provincial guidelines. *(OPA 78)*

1368_ Environmentally significant areas that have been identified by City Council as being of city-wide, regional, or provincial significance are included in the Green Space Place Type on Map 1, and are identified on Map 5. New environmentally significant areas may be identified by Council and added to Map 5 by amendment to this Plan and in conformity with the criteria set out in the Environmentally Significant Areas policies of this Plan. Areas that have the potential to meet the criteria for an environmentally significant area, but have not been thoroughly studied are identified as potential environmentally significant areas on Map 5 and are included in the Environmental Review Place Type on Map 1. Further study of these areas following City policies and guidelines is required through any planning and development application process. Environmentally significant areas recognized by Council are identified as Environmentally Significant Areas on Map 5 and included in the Green Space Place Type on Map 1.

1369_ Certain lands adjacent to these recognized environmentally significant areas may have potential for inclusion in the environmentally significant area if warranted on the basis of site-specific evaluation, including the application of the *Environmental Management Guidelines* that shall be undertaken in conjunction with secondary plans, subject lands status reports, or environmental impact studies associated with a development application. *(OPA 78)*

1370_ To assist in the consideration of proposals to recognize environmentally significant areas in *The London Plan*, City Council may request the submission of detailed supporting information from any agency, individual or group proposing the recognition of a candidate area. The evaluation criteria contained in the following policy will be used, together with more detailed criteria and application of the *Environmental Management Guidelines*, to recognize environmentally significant areas in this Plan. *(OPA 78)*

1371_ Candidate areas that clearly satisfy two or more of the following criteria will be considered for recognition as environmentally significant areas:

1. The area contains unusual landforms and/or rare to uncommon natural communities within the country, province or London subwatershed region.
2. The area contains high-quality natural landform-vegetation communities that are representative of typical pre-settlement conditions of the dominant

physiographic units within the London subwatershed region, and/or that have been classified as distinctive in the Province of Ontario.

3. The area, due to its large size, generally more than 40 hectares, provides habitat for species intolerant of disturbance or for species that require extensive blocks of suitable habitat.

4. The area, due to its hydrologic characteristics, contributes significantly to the healthy maintenance (quality or quantity) of a natural system beyond its boundaries.

5. The area has a high biodiversity of biological communities and/or associated plant and animal species within the context of the London subwatershed region.

6. The area serves an important wildlife habitat or linkage function.

7. The area provides significant habitat for rare, threatened or endangered indigenous species of plants or animals that are rare within the country, province or county.

UPLAND CORRIDORS

1372_ Upland corridors are vegetated areas, or potentially revegetated areas, that provide a link between natural heritage features and areas of the Natural Heritage System. Upland corridors may incorporate infrastructure (such as culverts or underpasses) to support connectivity. Upland corridors are identified on Map 5.

1373_ Upland corridors are an important component of the Natural Heritage System. They provide opportunities to maintain, restore, or where possible improve the diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of Natural Heritage Systems.

1374_ Upland corridors support and connect valleylands to natural heritage features and areas where the valleylands do not directly connect. Valleylands are also essential for establishing connectivity for the Natural Heritage System, and they provide corridor and linkage functions between natural heritage features and areas. Both are essential in a highly fragmented or urban landscape.

1375_ The creation of upland corridors will be addressed as part of a planning and development application, secondary planning process or environmental study. Where a corridor is to be created, the environmental study will provide direction for the location, scale and function of the corridor.

1376_ Upland corridors should be established through a variety of measures such as stewardship agreements or conservation easements with private property owners, planting programs, and acquisition by the City through purchase, dedication, donation and/or bequest.

1377_ Upland corridors that have been established shall be included in the Green Space Place Type and zoned in a manner that will ensure their long-term protection.

POTENTIAL NATURALIZATION AREAS

1378_ Potential naturalization areas are defined as areas where the opportunity exists to enhance, restore, or where appropriate, expand the Natural Heritage System. These areas may include lands suitable to create natural habitats such as wetland habitat, pollinator habitat, wildlife habitat, or to compensate for trees lost to development. Locations identified as being suitable for the application of a naturalization strategy are identified as potential naturalization areas on Map 5. Not all potential naturalization areas have been identified on Map 5.

1379_ Potential naturalization areas are an important component of the Natural Heritage System. Potential naturalization areas can include lands adjacent to natural heritage features and areas, other natural features, lands that have been restored or have the potential to be restored to a natural state, areas that support hydrologic functions, and working landscapes that enable ecological functions to continue. Potential naturalization areas may enhance, restore or strengthen and expand the health and viability of a natural heritage feature or area.

1380_ Environmental studies including conservation master plans, secondary plans, environmental impact studies, hydrogeological studies, environmental assessments or subject lands status reports will address opportunities for creating naturalization areas that will form part of the Natural Heritage System.

1381_ Naturalization areas that are established through planning and development applications shall be included in the Green Space Place Type on Map 1 and zoned in a manner that will ensure their long-term protection.

ADJACENT LANDS

1382_ Adjacent lands are defined as lands contiguous to a specific natural heritage feature or area where it is likely that development or site alteration would have a negative impact on the feature or area. The extent of the adjacent lands will be in conformity with the distances identified in Table 13 or as recommended by the Province.

UNEVALUATED VEGETATION PATCHES

1383_ Unevaluated vegetation patches, as identified on Map 5 were identified through the Subwatershed Plans or other environmental studies. These features may include treed areas, swamps, wetlands, savannahs, old field plantations, or other similar natural features. Unevaluated vegetation patches may be included in the Environmental Review Place Type on Map 1. Unevaluated vegetation patches previously identified for development or agricultural activity will be assessed for significance and protection as part of any development application or secondary planning study. Where all or a portion of an unevaluated vegetation patch is assessed and not found to be part of the Natural Heritage System, the removal of trees will be in conformity with the Forest City policies of this Plan.

1384_ The Environmental Review Place Type and unevaluated vegetation patches identifications are considered to be interim in nature, until such time as the significance of these patches can be confirmed through the completion of an environmental study of the Environmental Review lands outside the Urban Growth Boundary, or a secondary plan, environmental impact study and/or subject lands status report accepted by the City, and Map 1 and Map 5 have been amended to reflect the final place type and natural heritage feature identification.

OTHER VEGETATION PATCHES LARGER THAN 0.5 HECTARES

1385_ In addition to areas that are included in the Environmental Review or Green Space Place Types, vegetation patches in other place types that are larger than 0.5 hectares in size shall be evaluated in conformity with the policies of this Plan to determine the significance of vegetation and identify the need for protection prior to planning and development approvals. Where it is considered appropriate, the protection of trees or other vegetation will be required through measures such as, but not limited to, tree preservation plans for subdivision or site plan applications, acquisition of land through parkland dedication and/or purchase by the City, conservation easements, landowner stewardship initiatives and zoning regulations. Pending an evaluation and decision on long-term protection, vegetation patches that are larger than 0.5 hectares in size will be identified as unevaluated vegetation patches on Map 5 and may be regulated under the City of London *Tree Conservation By-law*.

1386_ Where a vegetation patch that is larger than 0.5 hectares has been evaluated and determined to be significant, the natural feature shall be retained and the natural feature shall be included in the Green Space Place Type on Map 1 and identified as the appropriate significant natural heritage feature on Map 5.

OTHER DRAINAGE FEATURES

1387_ The base map features on Map 5 also identify watercourses/ponds to identify the location of municipal or agricultural drains, intermittent or headwater streams and man-made or natural ponds. These features are identified for information purposes and may be added or removed from the base map without an official plan amendment, to reflect changes over time in drainage patterns and features on the ground. The ecological significance of these drainage features as headwaters, recharge areas and riparian corridors or valleylands, will be addressed as part of a secondary plan, Environmental Assessment and/or environmental impact study process. Through the City's agreement with the Ministry of Natural Resources and Forestry, as amended, additional environmental study and mitigation efforts are required when carrying out works along Municipal Drains under the Drainage Act to protect significant features, functions and wildlife habitat. *(OPA 78) (OPA 111)*

PERMITTED USES AND ACTIVITIES

1388_ In the Green Space Place Type, certain activities or uses will not be permitted, or may be permitted only after studies have been undertaken and approved by the City. This policy of the Plan identifies those uses.

1389_ The following uses may be permitted in the Green Space Place Type:

1. Expansion to existing development and uses provided that it can be demonstrated to the satisfaction of City Council that there will be no negative impacts on natural heritage features and areas or their ecological functions.
2. Recreational uses associated with the passive enjoyment of natural features including pathways and trails provided that such uses are designed, constructed and managed to protect the natural heritage features and their ecological functions.
3. Creation or maintenance of infrastructure subject to the infrastructure policies below.
4. The harvesting of trees in accordance with good forestry management practices and applicable federal, provincial and municipal requirements.
5. Conservation, mitigation and rehabilitation works.

DEVELOPMENT AND SITE ALTERATION

1390_ Development and site alteration shall not be permitted within a provincially significant wetland.

1391_ Development and site alteration shall not be permitted in significant woodlands, significant valleylands, significant wildlife habitat, wetlands, and significant areas of natural and scientific interest unless it has been demonstrated that there will be no negative impacts on the natural heritage features or their ecological functions.

1392_ Development and site alteration shall not be permitted in fish habitat and in habitat of endangered species and threatened species, except in accordance with federal and provincial requirements.

1393_ Development and site alteration shall not be permitted on adjacent lands to natural heritage features and areas until appropriate studies have been completed to satisfy provincial and municipal policy and the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural heritage features or on their ecological functions.

1394_ Works may be required within or adjacent to wetland areas to fulfill the City's responsibilities under the Drainage Act. A protocol approved by the Ministry of Natural Resources and Forestry, as amended, and the Ministry of Agriculture, Food and Rural Affairs will guide the City on how to proceed in such cases in order to help protect significant features, functions and wildlife habitat. Other federal, provincial and municipal regulations may be applicable for new drainage proposals within wetland areas, and must be considered prior to works proceeding. *(OPA 78) (OPA 111)*

INFRASTRUCTURE

1395_ Infrastructure should not be located within the Natural Heritage System.

1396_ New or expanded infrastructure shall be permitted within the Natural Heritage System only where it is clearly demonstrated through an environmental assessment process under the *Environmental Assessment Act*, including an environmental impact study, that it is the preferred alternative for the location of the infrastructure.

1397_ The environmental impact study undertaken as part of the Environmental Assessment shall be completed to further assess potential impacts, identify mitigation measures, and determine appropriate compensatory mitigation, if required. Any alternative where the impacts of the proposed works as identified in the environmental impact study would result in the loss of the ecological features or functions of the component of the Natural Heritage System affected by the proposed works, such that the natural heritage feature would no longer be determined to be significant, shall not be permitted.

1398_ The City and other public authorities shall include methods for minimizing impacts when reviewing proposals to construct mobility, communication, sewerage or other infrastructure in the Natural Heritage System.

1399_ Where there is more than one type of infrastructure, the rights-of-way shall be combined, wherever feasible, to reduce the extent of the intrusion into the area.

1400_ For infrastructure projects within the Natural Heritage System, the City shall require specific mitigation and compensatory mitigation measures that are identified in the accepted environmental impact study to address impacts to natural features and functions caused by the construction or maintenance of the infrastructure.

1401_ For the purposes of this Section, mitigation shall mean the replacement of the natural heritage feature removed or disturbed on a one-for-one land area basis. Compensatory mitigation shall mean additional measures required to address impacts on the functions of the Natural Heritage System affected by the proposed works. The extent of the compensation required shall be identified in the environmental impact study, and shall be relative to both the degree of the proposed disturbance, and the component(s) of the Natural Heritage System removed and/or disturbed.

1402_ Compensatory mitigation may be provided in forms such as, but not limited to:

1. Additional rehabilitation and/or remediation beyond the area directly affected by the proposed works.
2. Off-site or on-site works to restore, replace or enhance the ecological functions affected by the proposed works.
3. Replacement ratios greater than the one-for-one land area required to mitigate the impacts of the proposed works.

HOW WILL WE PROTECT THE NATURAL HERITAGE SYSTEM?

1403_ There are various measures that the City may use to protect lands that have been identified as part of our Natural Heritage System. These measures are described below:

PUBLIC OWNERSHIP AND ACQUISITION

1404_ It is not intended that all natural heritage areas shall be purchased or otherwise brought into public ownership, or that all such lands shall be open and accessible for public use. It may be determined, however, that certain areas should be in public ownership or accessible for passive recreational uses, where appropriate. In such cases, the City or other agencies shall explore options for purchasing, or otherwise acquiring, managing or providing access to these lands.

1405_ The City shall develop a program for the long-term acquisition of natural heritage areas. Acquisition may occur as properties become available primarily through the following methods: purchase; dedication; and donation or bequest.

1406_ City Council may accept natural heritage areas for parkland or conservation use in conformity with the provisions of the policies concerning parkland dedication.

1407_ City Council may accept gifts of ecologically sensitive lands in accordance with the provisions of the Ecological Gifts Program administered by Environment Canada, or any other similar program administered by the provincial or federal governments.

STEWARDSHIP

1408_ Where natural heritage areas are privately-owned, the City will encourage individual property owners to provide for their protection and conservation. In this regard, the City may use all of the following techniques:

1. Stewardship agreements.
2. Conservation easements.
3. Programs to inform property owners of stewardship options available to protect or rehabilitate natural features and ecological functions.

4. Encourage the establishment of land trusts and the utilization of existing land trusts, as well as other mechanisms to purchase land and to rehabilitate, create or conserve natural heritage areas.

5. Encourage property owners to make use of programs and services provided by the Ministry of Natural Resources and Forestry, as amended, and the conservation authorities for the management of forests and woodlots. *(OPA 111)*

6. Modification of property tax assessment and/or facilitation of the *Provincial Conservation Land Tax Incentive Program* or the *Managed Forest Tax Incentive Program*.

7. Where privately-owned lands abut public lands, the City will provide signage or property demarcation to indicate the limits of publicly-owned lands.

8. Any other suitable techniques. *(OPA 78)*

1409_ Some lands within environmentally significant areas are privately-owned, and this categorization of the lands is not to be interpreted as permitting access or use by the general public. Permission for public access to privately-owned lands in environmentally significant areas shall be at the discretion of the property owner.

1410_ Where necessary, public access to identified natural heritage features and areas within public ownership will be controlled such that access will not be detrimental to the significant features and ecological functions of the property.

1411_ Where natural heritage features and areas are owned by the City, the City will encourage community groups and individuals to take an active role in their protection, rehabilitation and enhancement. The City may develop programs to facilitate community involvement in the protection and rehabilitation of these areas.

ECOLOGICAL BUFFERS

1412_ Ecological buffers serve to protect natural heritage features and areas, and their ecological functions and processes, to maintain the ecological integrity of the Natural Heritage System.

1413_ Ecological buffers will generally be required on lands contiguous to a specific natural heritage feature or area. Ecological buffer requirements shall be determined as part of an Environmental Impact Study.

1414_ The location, width, composition and use of ecological buffers necessary to protect natural heritage areas from the impacts of development on adjacent lands will be specified through application of the *Environmental Management Guidelines* as part of an approved secondary plan and/or an environmental impact study. The City may also consider technical and/ or scientific documents that reflect improvements in scientific knowledge regarding natural features. *(OPA 78)*

1415_ In addition to buffer lands, additional techniques may be required to assist in minimizing the impact of development on the Natural Heritage System, including all of the following:

1. Discourage rear-lotting adjacent to the Natural Heritage System, and the use of site planning to orient the development away from natural heritage features and areas.

2. The acceptance of lands immediately adjacent to natural heritage areas as part of the required parkland dedication for the proposed development.

3. The use of a geotechnical setback from the boundary of natural heritage areas or natural hazard areas for construction purposes.

4. Restriction of public access by providing a limited number of access points to natural heritage areas.

5. Lands identified and delineated as ecological buffers may be zoned to permit their inclusion in calculating and applying zoning regulations applicable for the lot.

6. Development and site alteration on lands identified and delineated as an ecological buffer shall be prohibited unless permitted in the Zoning By-law.

7. Setbacks shall apply from any lands identified as an ecological buffer.

8. The creation of individual lots that include lands identified and delineated as ecological buffers is not permitted.

9. Fencing (without gates) along private lands abutting natural features.

10. Other measures, as determined through a detailed environmental study.

1416_ Where different components of the Natural Heritage System overlap, the limit of development shall be set at the limit of the maximum ecological buffer as determined through an approved environmental impact study. Where the limits of a natural hazard overlap with the limits of an ecological buffer determined for a natural heritage feature, the development limit shall be set as the greater of the limit of the natural hazard corridor or the limit of the ecological buffer.

MANAGEMENT, RESTORATION AND REHABILITATION PRIORITIES

1417_ The City will encourage rehabilitation and enhancement measures that protect the ecological function and integrity of the Natural Heritage System. The City of London Subwatershed Plans provide guidance for the types of measures that may be identified through secondary plans, environmental impact studies, the Environmental Assessment process or other environmental studies or programs. Rehabilitation and enhancement measures may be implemented through conservation master plans, woodland management plans, or invasive species management plans on publicly-owned land and through stewardship and conservation programs for privately-owned lands.

1. The City's highest priority for restoring, rehabilitating and enhancing the Natural Heritage System shall be those areas linking or adjacent to natural heritage areas that are subject to flooding or erosion hazard constraints, such as the Thames Valley Corridor and other major tributaries of the Thames River.

2. With respect to specific components of the Natural Heritage System, the City's management, restoration and rehabilitation priorities are:

    a. Fish and riparian habitat - to protect, rehabilitate and/or create fish and riparian habitat, and to encourage a net gain of productive capacity of habitat where possible.

    b. Significant wetlands - to protect the natural features and ecological functions of all provincially significant wetlands and wetlands, and to restore disturbed areas.

    c. Significant woodlands and woodlands - to protect and restore existing ecosystem features and functions, to increase the amount of interior forest habitat, and to retain or restore linkages between isolated natural areas.

    d. Significant valleylands - to protect existing ecosystem features and functions, maintain water resource functions, and rehabilitate eroded banks and channels.

    e. Significant wildlife habitat - to protect significant wildlife habitat and restore areas that have been degraded, including habitat of endangered species and threatened species.

    f. Environmentally significant areas - to protect the existing ecosystem features and functions, to protect significant wildlife habitat, to restore areas that have been degraded or damaged, to increase the amount of interior forest habitat, and to strengthen significant valleylands, significant wetlands, and upland corridors.

    g. Upland corridors - to retain or create linkages between isolated natural areas.

    h. Potential naturalization areas – to restore, establish, or replace connections between and within vegetation patches, riparian corridors and wildlife habitat.

    i. Water resource systems – to protect, improve or restore the water resource system.

    j. The urban forest.

1418_ In addressing opportunities, management restoration and rehabilitation of the Natural Heritage System or for potential naturalization areas identified on Map 5, consideration will be given to the context of

London within the surrounding ecological region that extends beyond the City limits. A concept plan prepared by Carolinian Canada identifies large core natural areas, other significant natural areas, and corridors and linkages connecting the system together. This concept, referred to as the "big picture" vision, is designed to complement other analyses of natural heritage conducted by municipalities, conservation authorities, and federal and provincial agencies, and includes the *Middlesex Natural Heritage System Study* (2014).

1419_ The big picture meta-cores and meta-corridors have been refined to reflect local conditions and are identified on Figure 22. The core areas and corridors are represented conceptually, and not to be interpreted as rigid boundary delineations.

1420_ The "big picture" concept provides direction for the location of upland corridors. Naturalization projects and landowner stewardship initiatives that support the "big picture" system of core natural areas and corridor connections will be encouraged.

CONSERVATION MASTER PLANS

1421_ City Council may request the preparation of conservation master plans for environmentally significant areas and other

FIGURE 22 - BIG PICTURE META-CORES AND CORRIDORS

natural heritage areas. Conservation master plans may be adopted by Council, and will function as guideline documents for the purposes of providing direction on the management of these areas. The preparation of conservation master plans shall also consider the ecological principles as outlined in the City's *Planning and Design Standards for Trails in Environmentally Significant Areas*.

1422_ Matters which may be addressed through conservation master plans include:

1. Refinement of the boundaries of the environmentally significant area, or other natural heritage areas.
2. Identification of programs for the acquisition of lands within, adjacent to, or providing a linkage to, the environmentally significant areas, or other natural heritage areas, by the City or other public body.
3. The identification of management zones based on ecological sensitivity, including descriptions of recreational uses and opportunities for eco-tourism to be provided if applicable, and details of access permitted to and within the area, including formalized pathways and trail systems.
4. Descriptions of proposed environmental management strategies for the area and the management considerations to be addressed in conjunction with the review of development proposals for adjacent lands.
5. Identification of opportunities to restore and rehabilitate degraded areas within natural heritage areas, and to establish or strengthen corridors or linkages between isolated natural heritage areas.
6. Background information including a description of the natural features and their significance to the Natural Heritage System.
7. Other relevant background information, as applicable.
8. Budgets will be prepared to implement the recommendations of conservation master plans.

ENVIRONMENTAL MANAGEMENT GUIDELINES

1423_ The City may prepare environmental management guidelines setting out in more detail the requirements of environmental studies for development and site alteration. Environmental studies are the means by which the City establishes the precise boundaries of natural features and areas and the significant ecological functions within them. They also assess the potential impacts of development and site alteration on the Natural Heritage System and on their adjacent lands, and are required prior to the approval of development to prevent negative impacts on the Natural Heritage System, and to demonstrate that there will be no negative impacts on the natural heritage features and areas or their ecological functions.

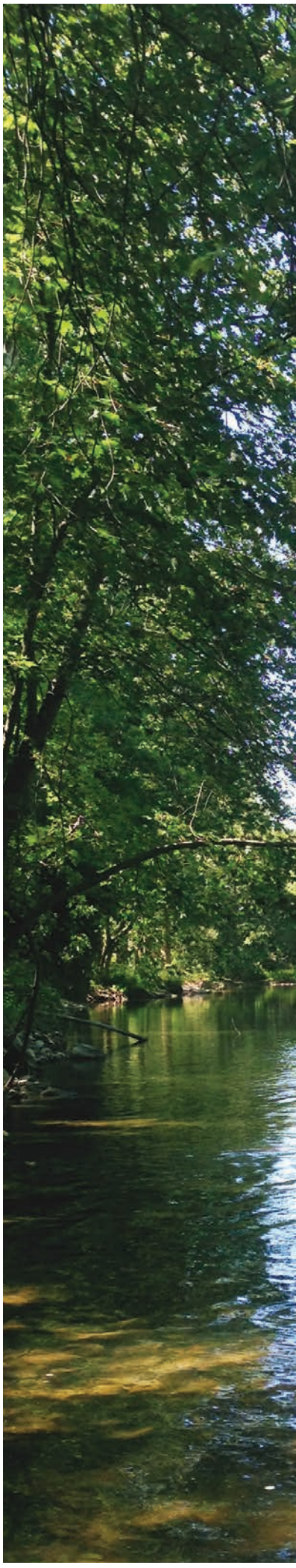
1424_ These guidelines shall be updated as required to reflect changes to provincial policy and technical documents and to reflect improvements in scientific knowledge regarding natural features and ecological functions.

SUBJECT LANDS STATUS REPORTS

1425_ Where a secondary plan has not been completed the City may require the preparation of a subject lands status report. The work plan for the subject lands status report will be determined in consultation with the City and relevant public agencies. *(OPA 111)*

1426_ A subject lands status report shall provide an assessment of natural features and areas on the subject lands and within that part of the subwatershed catchment area that may be impacted by the new development including, but not limited, to those areas included in the Green Space or Environmental Review Place Types on Map 1 or a component of the Natural Heritage System identified or delineated on Map 5.

1427_ If the subject lands status report identifies any lands that, in the estimation of the City, may meet the criteria for determining significance for specific components of the Natural Heritage System, the City shall require the preparation of an environmental impact study for these lands. Lands that satisfy the criteria for significance shall be included in the Green Space Place Type in conjunction with any amendment to *The London Plan* required for the proposed development.



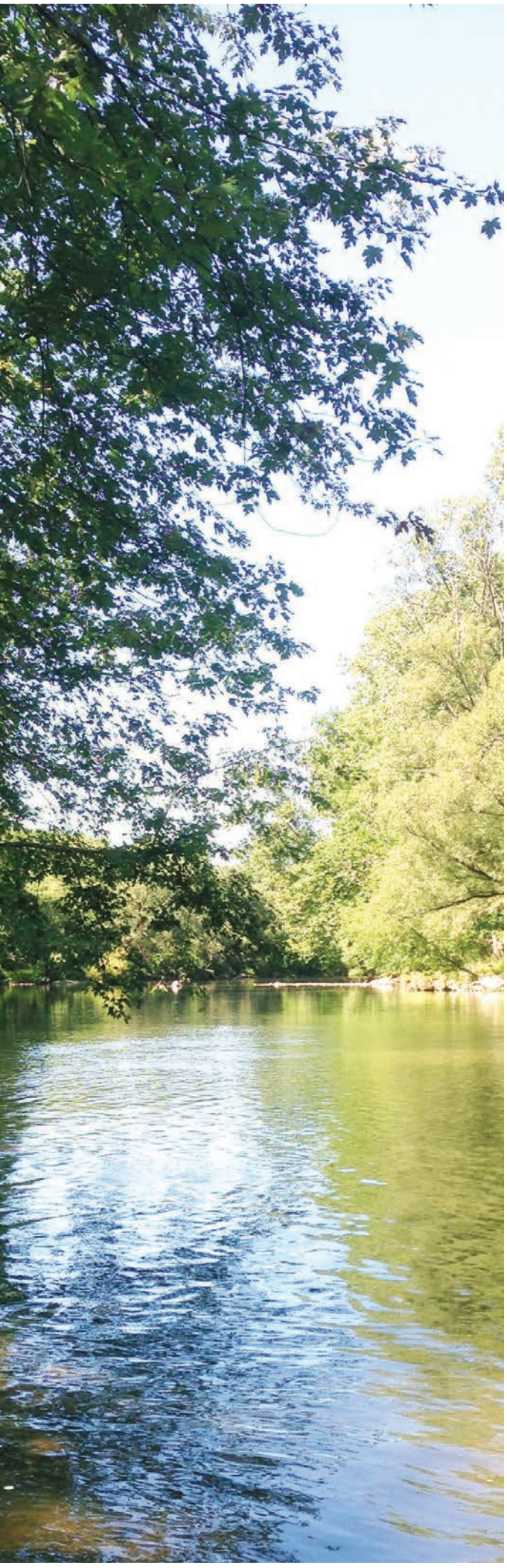


TABLE 13 - AREAS REQUIRING ENVIRONMENTAL STUDY

Component of Natural Heritage System	Trigger Distance Requiring Environmental Study and Area of Adjacent Lands
• Fish Habitat • Habitat of Endangered Species and Threatened Species • Locations of Endangered Species and Threatened Species • Provincially Significant Wetlands • Unevaluated Wetlands • Significant Woodlands • Significant Valleylands and Valleylands • Significant Wildlife Habitat • Areas of Natural and Scientific Interest • Environmentally Significant Areas	120m
• Woodlands • Significant groundwater recharge areas, wellhead protection areas and highly vulnerable aquifers • Upland Corridors • Wetlands	30m
• Environmental Review lands	As appropriate

1428_ Prior to initiation of the subject lands status report, a work plan and study scope shall be prepared to the satisfaction of the City, in consultation with the relevant public agencies. Generally, a subject lands status report will be required to:

1. Confirm and map boundaries of natural heritage features and areas.
2. Evaluate the significance of lands in the Environmental Review Place Type on Map 1.
3. Identify and evaluate the significance of other natural heritage features and areas which are not included in the Green Space or Environmental Review Place Types on Map 1 including those natural heritage features and areas shown on Map 5 and vegetation patches greater than 0.5 hectares in size.

1429_ Where a subject lands status report has not been completed, the City may require that the matters to be addressed in a subject lands status report be undertaken as part of the environmental impact study.

1430_ If a subject lands status report is completed as part of an environmental impact study, the results of this initial stage of the environmental impact study are to be reviewed and confirmed by the City, in consultation with relevant agencies, prior to completing the balance of the study.

ENVIRONMENTAL IMPACT STUDIES

1431_ Environmental impact studies are required to determine whether, or the extent to which, development may be permitted in areas within, or adjacent to, specific components of the Natural Heritage System. They will confirm or refine the boundaries of components of the Natural Heritage System, and will include conditions to ensure that development does not negatively impact the natural features and ecological functions for which the area is identified in accordance with the *Environmental Management Guidelines*. *(OPA 78)*

1432_ Environmental impact studies are required where development or site alteration is proposed within or adjacent to components of the Natural Heritage System. The City will require that an environmental impact study be completed to its satisfaction, and in accordance with provincial policy, in consultation with the relevant public agencies prior to the approval of a planning and development application, where development or site alteration is proposed entirely or partially within the distances adjacent to Natural Heritage System components set out in Table 13 – Areas Requiring Environmental Study.

1433_ Development or site alteration on lands adjacent to features of the Natural Heritage System shall not be permitted unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions. Adjacent lands shall be identified and delineated by the trigger distances shown in Table 13 for requiring environmental evaluations.

1434_ The City may require that the environmental impact study consider areas beyond those outlined in Table 13 to ensure the relevant context is established for the assessment of potential impacts which may be induced by proposed land uses and for the prescription of effective avoidance and mitigation measures.

1435_ The Subwatershed Plans provide broad level subwatershed-by-subwatershed environmental information about the ecosystem, and established specific environmental targets that are to be considered in more detailed studies. Secondary plans are also comprehensive in nature, and may include environmental management strategies to be considered at the site-specific level. An environmental impact study completed pursuant to this Plan shall have regard to both the ecosystem framework and specific environmental targets contained in the Subwatershed Plans or any other relevant Plan.

1436_ An environmental impact study shall include all of the following, but not be limited to:

1. A description of the existing natural environment that will be affected or that might reasonably be expected to be affected, either directly or indirectly, including terrain and hydrological functions, vegetation and wildlife species and other features, corridors and linkages.

2. The environmental effects that might reasonably be expected to occur and their temporal and spatial scales.

3. Development criteria to maintain natural features and ecological functions, and mitigate the impacts of development within or on adjacent lands.

4. An Environmental Management Plan that includes requirements for restoration, mitigation and/or compensation, and a monitoring plan.

1437_ Required public notices respecting all official plan and zoning by-law amendment applications and subdivision, consent, and site plan applications under the *Planning Act* shall indicate that an environmental impact study is being prepared to assist in the evaluation of the application.

ENVIRONMENTAL ASSESSMENT

1438_ When an Environmental Assessment of a proposal is carried out under the *Environmental Assessment Act* or relevant federal legislation, the requirements for an environmental impact study will be scoped to include issues that have not been adequately addressed through the Environmental Assessment process. Alternatives involving activities that create or maintain infrastructure that are proposed within the Natural Heritage System will be considered only after the evaluation of options that would avoid development and site alteration within the Natural Heritage System.

1439_ Required public notices for projects carried out under the *Environmental Assessment Act* shall indicate when an environmental impact study is being prepared to assist in the evaluation of alternatives.

SPECIFIC POLICIES FOR NATURAL HERITAGE

1440_ The following policies relate to specific sites or areas affected by the Natural Heritage policies. These policies serve to augment the general policies for Natural Heritage. Where there is a conflict between the following policies and the more general Natural Heritage policies, these more specific policies shall prevail. Areas subject to specific policies are shown on Map 7 – Specific Policy Areas.

SUNNINGDALE NORTH

1441_ The Sunningdale North area includes lands on the north side of Sunningdale Road West, east of Wonderland Road North, and west of Richmond Street. Along the Medway Creek corridor, any expansion of the existing golf course operation within the distances specified in Table 13 - Areas Requiring Environmental Studies of this Plan, of the Medway Creek Significant Stream Corridor or lands adjacent to the corridor that are identified as woodlands, vegetation patches outside ESA's and wetlands, or environmentally significant area on Map 5, the following policies shall apply. Prior to any expansion, an environmental impact study shall be prepared for the Medway Creek Significant Stream Corridor and features described above. The recommendations of the environmental impact study may include changes to the limits or interior characteristics of the Dry-Fresh Sugar Maple-White Ash Deciduous Forest and the Willow Mineral Deciduous Forest and the Willow Mineral Deciduous Swamp on the north and south ends of the area, identified as FOD5-8 and SWD4-1 in the *Natural Heritage Study Addendum* (Stantec Consulting Ltd., July, 2004) provided adequate compensation is provided, including the implementation of vegetation management practices and significant renaturalization that will provide a net benefit to the riparian and terrestrial condition of the valley lands and associated upland woodlots to the satisfaction of the City of London and the Upper Thames River Conservation Authority.

Natural and Human-made Hazards

WHAT ARE NATURAL AND HUMAN-MADE HAZARDS?

1442_ In addition to the natural heritage features and areas described in this Plan, land areas identified as Natural and Human-made Hazards may also be included in the City's Natural Heritage System, and will be shown on Map 6 – Hazards and Natural Resources. Natural and Human-made Hazard lands include flood plain lands, riverine erosion and wetland hazards, unstable soils and steep slopes, and contaminated lands and abandoned resource wells and are included in the Green Space Place Type on Map 1 – Place Types. Many of these hazards fall within the local conservation authority's regulation limit and within their jurisdiction regarding permitted uses. Former mineral aggregate operations may also be considered as human-made hazards. Policies regarding the rehabilitation of these areas are found in the Natural Resources chapter of this Plan.

1443_ For the purposes of this Plan, the limit of development is established at the natural hazard limit or the limit of the natural heritage feature or area, including the lands required for any ecological buffer, in conformity with the Natural Heritage policies of this Plan, whichever is greater.

WHY ARE NATURAL AND HUMAN-MADE HAZARDS IMPORTANT TO OUR FUTURE?

1444_ Development shall be directed away from areas of natural or human-made hazards where there is an unacceptable risk to public health or safety or of property damage, and not create new or aggravate existing hazards. Natural and human-made hazards are to be identified and delineated through appropriate studies, and plans for their protection and/or avoidance are to be established. Often, natural heritage features overlap with natural hazard lands.

1444A_ All natural hazard lands, including riverine flooding and erosion hazards as well as wetlands, including those not identified on Map 5 – Natural Heritage, and the areas of interference surrounding wetlands, are regulated by the conservation authorities having jurisdiction, in accordance with regulations made pursuant to Section 28 of the *Conservation Authorities Act*. This regulation requires property owners to obtain approval prior to undertaking any development and/or site alteration within these areas, including the placement of fill, grading, construction, alteration to a watercourse and/or interference with a wetland. This regulation is in addition to any requirements outlined by the policies in this London Plan. *(OPA 111)*

1444B_ The regulation limits are identified on Map 6 to illustrate the lands regulated by the conservation authority having jurisdiction. The regulation limits are subject to refinement, without an amendment to this Plan, to reflect changes that have been enacted by the conservation authority having jurisdiction. *(OPA 111)*

WHAT ARE WE TRYING TO ACHIEVE?

1445_ The policies of this Plan are intended to minimize the risks associated with natural hazard lands, and to meet the following objectives:

1. Identify and delineate flood plain, slope and erosion hazard areas, and prohibit or regulate land use activity in areas where public safety may be affected by natural hazards, in accordance with provincial natural hazard management policies, and regulations under the *Conservation Authorities Act*.

2. Minimize the possibility of property damage, social disruption and risk to public safety from natural hazard areas, by restricting the uses and activities permitted on lands susceptible to flooding and/or erosion processes.

3. Direct development away from natural hazard areas to minimize the risk to public safety and/or property damage.

4. Provide for limited and controlled development and site alteration on riverine hazard lands within the floodway, including flood and/or erosion control works, minor additions or passive non-structural uses which do not affect flood flows or reduce flood storage capacity.

5. Through acquisition and agreement, provide for the use of flood plain lands as public open space.

6. Consider the potential impacts of climate change that may result in an increase of the risk associated with natural hazards.

1446_ The policies of this Plan are intended to minimize the risks associated with human-made hazards, and to meet the following objectives:

1. Minimize the potential for safety hazards from abandoned oil or gas wells.

2. Assess and remediate brownfield sites as necessary.

3. Direct development away from human-made hazards.

HOW ARE WE GOING TO ACHIEVE THIS?

FLOOD PLAIN LANDS

1447_ The City of London falls within the jurisdiction of the Upper Thames River, Kettle Creek and Lower Thames Valley Conservation Authorities. The watershed boundaries of these three conservation authorities are shown on Map 6. The Regulatory Flood Standard for the Upper Thames River and Lower Thames Valley Conservation Authorities is based on the 1937 observed Flood Event. The Regulatory Flood Standard for the Kettle Creek Conservation Authority is based on the Hurricane Hazel Storm.

1448_ The Flood Plain policies of this Plan regulate flood plain lands by restricting permitted uses located in the flood plain. The policies are structured around a "one-zone concept" based on the Regulatory Flood Standard. However, in some areas the flood plain is divided into two zones: the floodway, where no development will be permitted; and the flood fringe, where a limited amount of development may be permitted subject to appropriate floodproofing measures to be determined in collaboration with the conservation authority having jurisdiction. An illustration of the one and two-zone flood plain concepts is provided below in Figures 23 and 24. *(OPA 111)*

1449_ Within the flood plain, there are some areas of well-established development where additional development would not normally be permitted due to flood plain restrictions. Application may be made to the provincial government for the approval of a "special policy area" status to permit controlled development in these areas, as exceptions to the normal provincial flood plain policies, subject to specific policies. Special policy areas are identified on Map 6.

1450_ In addition to the Flood Plain policies of this Plan, all planning and development applications within the flood plain lands are subject to the regulations administered by the appropriate conservation authority pursuant to the *Conservation Authorities Act*. *(OPA 111)*

> AREAS IDENTIFIED AS FLOOD PLAIN

1451_ Detailed flood line mapping studies have been completed for most of the tributaries in the Upper Thames and Kettle Creek watersheds. Due to limited development pressure in the Lower Thames Valley Conservation Authority area of jurisdiction within the City of London, studies have not been completed. The approximate boundaries of the flood plain, which contain those lands below the Regulatory Flood Standard, are identified on Map 6. *(OPA 21)*

1452_ Where development is proposed in close proximity to a watercourse where hydraulic and/or hydrologic modeling has not already been undertaken by the City or conservation authority, the applicant may be required to retain a qualified professional to undertake hydraulic and/or hydrologic modeling consistent with the requirements established in the *Technical Guide, River and Stream Systems: Flooding Hazard Limit* (OMNR, 2002) to be reviewed by the City or the conservation authority having jurisdiction. Flooding from watercourses with a drainage area less than 125 hectares is generally considered to be local or municipal flooding and the provisions of this paragraph do not apply. *(OPA 111)*

> ONE-ZONE FLOOD PLAIN CONCEPT

1453_ In keeping with provincial policies, the City of London and the conservation authorities have adopted a one-zone concept for the City of London, except in some cases where a two-zone concept is applied. See Figures 23 and 24 for reference.

1454_ The zoning of flood plain lands will reflect the restricted use of these lands, and will prohibit any new development, with the exception of existing uses and minor additions and/or renovations to existing structures. A permit may be required from the conservation authority having jurisdiction. *(OPA 111)*

1455_ Development within the flood plain will be restricted to:

1. Flood and/or erosion control structures.
2. Facilities that, by their nature, must locate near water or traverse water.
3. Ancillary facilities of an adjacent land use which are of a passive, non-structural nature and do not adversely affect the natural hazard or natural features and areas or their functions.
4. Municipal infrastructure including roads and utilities/services.

1456_ The development of flood plain lands shall also be subject to the following conditions:

1. Construction of buildings or structures within the floodway is prohibited with the exception of buildings or structures associated with essential public infrastructure, flood and erosion control, bank stabilization, and watershed management works. Proposed structures will be evaluated in terms of their potential impact on upstream or downstream development of lands, and any new development will incorporate floodproofing measures in accordance with provincial requirements.
2. *Policy deleted (OPA 111)*
3. Minor renovations, alterations, or additions to existing buildings may be permitted subject to the approval of the City, in collaboration with the conservation authority having jurisdiction. *(OPA 111)*

1457_ Uses associated with the following are not permitted in the flood plain:

1. Institutional uses including hospitals, long-term care homes, retirement homes, pre-schools, school nurseries, day cares and schools.
2. Essential emergency services such as fire, police and ambulance stations and electrical substations.
3. Uses associated with the disposal, manufacture, treatment or storage of hazardous substances.

FIGURE 23 - ONE ZONE CONCEPT

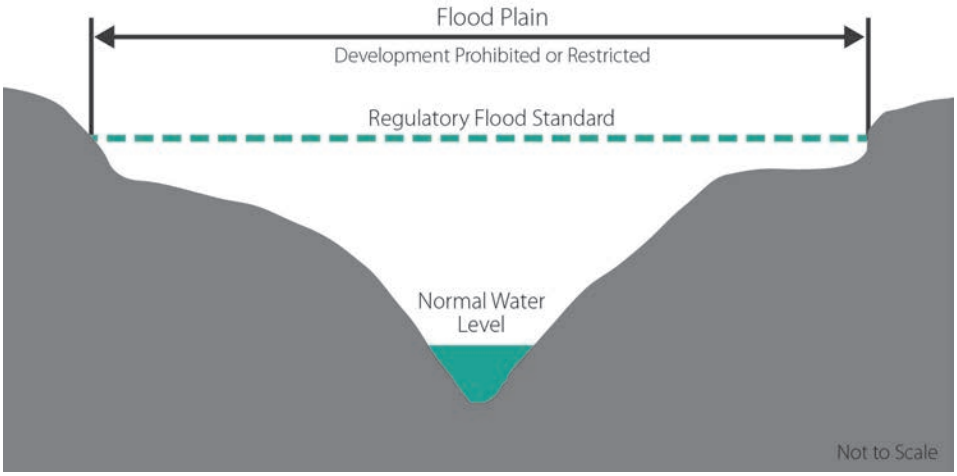
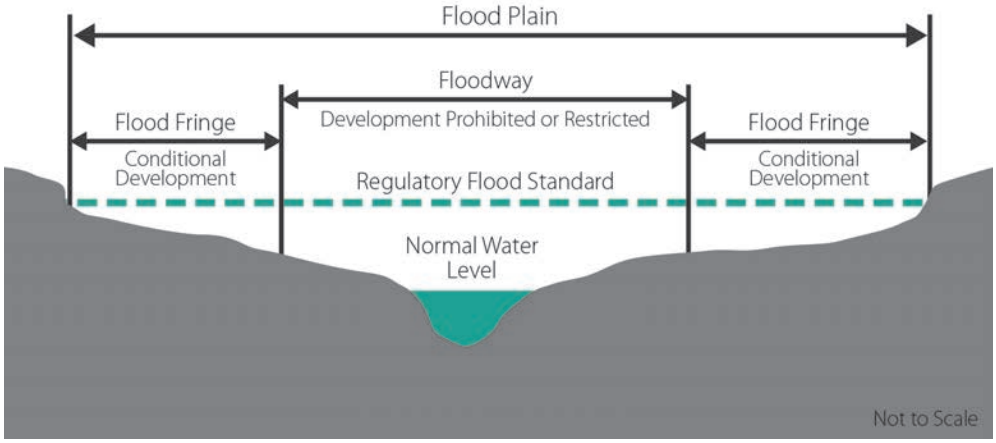


FIGURE 24 - TWO ZONE CONCEPT



> TWO-ZONE FLOODWAY - FLOOD FRINGE CONCEPT

1458_ In keeping with provincial policies, the City of London has adopted a two-zone floodway-flood fringe concept to allow infill development and redevelopment of an existing uses for identified areas along the Thames River and its tributaries where the depths and velocities of flooding are generally less severe, or where a flood fringe has been delineated through hydraulic floodway analysis. Flood fringe areas may be identified and added to Map 6 by amendment to this Plan. *(OPA 111)*

1459_ In these areas where the two-zone concept is applied, the flood plain is divided into the floodway and the flood fringe. The use of the two-zone concept may allow for some new development within the flood fringe areas of the flood plain that can be safely developed with no adverse impacts.

1460_ Under the two-zone concept, the floodway and the flood fringe shall be defined as follows:

1. Floodway - the contiguous inner portion of the flood plain, representing the area required for the safe passage of flood flow and/or the area where flood depths and/or velocities are considered to be such that they pose a potential threat to life and/or property damage. In some circumstances the floodway may be further delineated by depth and velocity parameters as provided for by provincial flood plain management policies.
2. Flood fringe – the portion of the flood plain between the floodway and the flooding hazard limit where flood depth and velocity are generally less severe. The extent of the flood fringe is defined by depth and velocity parameters as provided for by provincial flood plain management policies. The delineation of the floodway and the flood fringe will be approved by the City in collaboration with the conservation authority having jurisdiction, and may require submission of geodetic survey information and/or a hydraulic floodway analysis by the applicant. *(OPA 111)*

1461_ The precise delineation of the floodway will be approved by the City, in collaboration with the conservation authority having jurisdiction. *(OPA 111)*

1462_ The zoning of flood plain lands shall be subject to the following conditions:

1. The floodway - the zoning of lands in the floodway will be consistent with the One-Zone Flood Plain policies, and will prohibit development and site alteration.

2. The flood fringe – the zoning of lands in the flood fringe may utilize a holding zone to provide direction as to future permitted uses and to ensure that conditions of floodproofing and safe access are met or achieved prior to development. *(OPA 111)*

1463_ Unless otherwise provided for under the Special Policy Area policies below, development within the flood plain will be restricted in accordance with the following conditions: *(OPA 111)*

1. The floodway - the development of lands in the floodway will be consistent with the One-Zone Flood Plain policies.

2. The flood fringe - conditional development may occur subject to undertaking any necessary studies, and meeting flood proofing and access requirements. *(OPA 111)*

3. All new development or structures within the flood plain may require a permit from the conservation authority having jurisdiction, in accordance with the *Conservation Authorities Act*. *(OPA 111)*

4. Within the flood plain, minor renovations, alterations, or additions to existing buildings may be permitted subject to the approval of the City in collaboration with the conservation authority having juristdiction. *(OPA 111)*

SPECIAL POLICY AREAS

1464_ City Council, in accordance with provincial policy, may apply to the Province for approval of a "special policy area" status for specific areas of the city that have historically existed in the flood plain.

1465_ The purpose of a special policy area is to establish site-specific policies, approved by the Province, that are intended to provide for the continued viability of existing uses and address the significant social and economic hardships to the community that would result from strict adherence to provincial policies concerning development.

1466_ Areas of the city which may be considered for special policy area status include portions of West London immediately west of the Thames River, and the Ada Street area. Other proposed special policy areas, as may be determined by City Council and the appropriate conservation authority, will be incorporated into this Plan by amendment. Existing and potential special policy areas are identified on Map 6.

1467_ On application for a special policy area status, City Council may, in conjunction with the appropriate conservation authority and other relevant agencies or provincial ministries, undertake studies to identify development control regulations and floodproofing measures that may allow for limited development in the special policy area in conformity with applicable policies of this Plan, and in accordance with provincial policies.

1468_ On approval of a special policy area(s), this Plan will be amended to incorporate appropriate policies to address the following matters:

1. The circumstances under which new development will be considered in each special policy area.
2. The minimum acceptable level of floodproofing required for new development in each special policy area. In determining the minimum acceptable level of floodproofing required, the degree of flood protection provided by existing flood control works will be considered.
3. The permitted types and locations of new development.
4. Alternative means or measures of providing increased levels of flood protection.
5. Minimum elevations for the provision of safe ingress and egress within each area.

1469_ On approval of the special policy area(s), Map 6 of this Plan will be amended to include the special policy area(s).

> COVES SPECIAL POLICY AREA

1470_ The Coves Special Policy Area, identified on Map 6, contains important natural heritage features and a viable low density residential neighbourhood that has historically existed within the flood plain of the Thames River. While a berm/dyke structure provides protection up to the Regulatory elevation of the Thames River, there continues to be a potential for flooding from the river, as well as from internal drainage sources in the Coves basin.

1471_ The standard two-zone (floodway-flood fringe) cannot be reasonably applied to development in the area. In order to provide for the continued viability of the existing community and an appropriate level of flood damage reduction, the Coves is recognized as a special policy area pursuant to the *Provincial Policy Statement*. Accordingly, the following special policies will apply in the area:

1472_ For the purposes of the Coves Special Policy Area:

1. "Development" shall mean the creation of a new lot, a change in the land use, or the construction of buildings or structures, requiring approval under the *Planning Act* but does not include activities that create or maintain infrastructure authorized under the Environmental Assessment process, or works subject to the *Drainage Act*.
2. "Essential Emergency Services" shall mean services such as those provided by fire, police and ambulance stations and electrical substations, which would be impaired during an emergency as a result of flooding, the failure of floodproofing measures and/or protection works, and/or erosion.

3. "Floodproofing" shall mean structural changes and/or adjustments incorporated into the basic design and/or construction or alteration or placement of individual buildings, structures or properties to protect them from flood damage, or to reduce or eliminate flood damages.

4. "Hazardous Substances" shall mean substances which, individually, or in combination with other substances, are normally considered to pose a danger to public health, safety and the environment. These substances generally include a wide array of materials that are toxic, ignitable, corrosive, reactive, radioactive or pathological.

5. "Infilling" shall mean development on previously undeveloped lots, generally bounded by existing development on adjacent sites.

6. "Institutional Uses" shall mean those uses, associated with hospitals, long-term care homes, pre-schools, school nurseries, day cares and schools where there is a threat to the safe evacuation of vulnerable populations such as older persons, persons with disabilities, and those who are young during an emergency as a result of flooding, failure of floodproofing measures or protection works, or erosion.

7. "Regulatory Flood Standard" shall mean the level of flooding which has been calculated by the Upper Thames River Conservation Authority and recognized by the Province, to define the Thames River flood plain limits for regulatory purposes. The 1937 observed historical event, which represents the equivalent of a one in 250 year return flow occurrence, is recognized by the Province as the Regulatory Flood Standard for the Upper Thames watershed. The Regulatory Flood Standard for the Thames River is delineated by the 235.6 metre contour.

8. "100-Year Flood Standard" shall mean the level of flooding which has been calculated by the Upper Thames River Conservation Authority for the Thames River flood plain based on an analysis of precipitation, snow melt, or a combination thereof, having a return occurrence of 100 years on average or having a 1% chance of occurring or being exceeded in any given year. The 100-Year Flood Standard for the Thames River is delineated by the 234.8 metre contour.

9. "Coves Flood Standard" shall mean the level of flooding which has been calculated by the Upper Thames River Conservation Authority to define the flood plain limits from internal drainage sources within the Coves basin, based on a one in 250 year return flow occurrence. The Coves Flood Standard is delineated by the 232.33 metre contour.

10. "Replacement" shall mean removing an existing structure and erecting a new structure.

11. "Site Alteration" shall mean activities such as the placement of fill, grading and excavation that would change the landform and natural vegetative characteristics of a site.

1473_ All development within the Coves Special Policy Area will be encouraged to incorporate floodproofing to the level of the Regulatory Flood Standard, if possible, and to the level of the 100 Year Flood Standard at a minimum.

1474_ Applications for official plan and/or zoning by-law amendments, plans of subdivision and consents that would have the effect of increasing the amount or intensity of residential development within the Special Policy Area will not be supported.

1475_ Applications for official plan and/or zoning by-law amendments that would have the effect of permitting institutional uses, essential emergency services or hazardous substances within the Special Policy Area will not be supported.

1476_ On existing lots of record that are within a place type and zone that permits residential development, minor additions and alterations to existing structures will be permitted, in accordance with relevant zoning and building guidelines, provided it is floodproofed to the elevation of the main floor (first floor) of adjacent structures at a minimum, and in no case less than the elevation of the Coves Flood Standard.

1477_ On existing lots of record that are within a place type and zone that permits residential development, infilling and replacement will be encouraged to incorporate floodproofing to the level of the Regulatory Flood Standard. Where this level of protection would be impractical, obtrusive, or out of context with adjacent development patterns, floodproofing shall be required to the elevation of the main floor (first floor) or adjacent structures at a minimum, and in no case less than the elevation of the Coves Flood Standard. Basements will not be permitted.

1478_ Applications for official plan and/or zoning by-law amendments to permit open space uses will be evaluated on the basis of the relevant policies of this Plan. Development within the Green Space Place Type will generally be restricted to non-intensive or passive uses that are not susceptible to significant flood damages.

1479_ Associated structures, uses and parking areas may be permitted only on lands that are above the elevation of the Coves Flood Standard.

1480_ All infill, replacement, building additions and site alteration activity within the Coves Special Policy Area will continue to be regulated under the requirements of the *Conservation Authorities Act* and this will be denoted on zoning maps to increase the awareness of property owners and area residents.

1481_ The City of London and Upper Thames River Conservation Authority will continue to cooperate in order to ensure the ongoing maintenance, repair and servicing of the Thames River dyke system, which provides flood damage reduction to the Coves Special Policy Area.

1482_ The City of London, in cooperation with the Upper Thames River Conservation Authority, will maintain, update and enhance the local *Flood Contingency Plan* on an ongoing basis. The City will support the efforts of the conservation authority to maintain, update and enhance the *Flood Warning System Plan*, which provides flood forecasting, control and warning services in the watershed area.

FLOOD PLAIN ACQUISITION

1483_ Selected flood plain lands will be acquired through a long-term program of progressive acquisition, carried out in conjunction with the appropriate conservation authority.

1484_ This flood plain acquisition program will be conducted in recognition of the limited development potential of flood plain lands, and as a means of achieving objectives for open space and recreational lands.

1485_ For the purposes of flood plain acquisition, priorities will be established and evaluated on a regular basis according to the risk to public safety and/or for property damage in the case of a major flood event, and the potential contribution to the network of public open space within the city. Priorities for the acquisition of flood plain lands will be established by City Council, in consultation with the conservation authority having jurisdiction. *(OPA 111)*

1486_ Acquisition will occur as properties become available primarily through the following methods: purchase; parkland dedication; and donation or bequest. In some cases where a property cannot be acquired through other means, the property may be acquired through expropriation.

RIVERINE EROSION AND WETLAND HAZARDS

1487_ Ravines, river valleys, stream corridors, valleylands, unstable slopes and wetlands are hazardous lands which may be subject to erosion and hazardous processes that preclude or restrict land use and development activity. These lands are identified or delineated on Map 6. *(OPA 111)*

1488_ Most areas of riverine erosion hazards are included in the Green Space Place Type. In keeping with provincial policy, new development shall be directed away from lands that are subject to riverine erosion hazards. In areas of new development, the use of hazard avoidance, vegetative plantings and other non-structural solutions are the preferred method of addressing riverine erosion hazards.

1489_ In areas of existing development, uses permitted by an underlying place type may only be developed on lands that are subject to riverine erosion hazards if the following criteria can be addressed to the satisfaction of the City and, in collaboration with the conservation authority having jurisdiction: *(OPA 111)*

1. The riverine erosion hazard can be avoided and new or existing hazards are not created or aggravated.
2. Vehicles and people have a way of entering and exiting the area during times of emergencies.
3. The development does not involve institutional uses, essential emergency services or the storage of hazardous substances, which could pose an unacceptable threat to public safety if damaged or impacted by erosion forces.
4. Permitted uses may also include works required to be undertaken for the creation or maintenance of infrastructure authorized under an Environmental Assessment process, and works required for flood and erosion control and bank stabilization to protect areas of existing development.

> LANDS WITHIN THE REGULATION LIMIT

1490_ *Policy deleted (OPA 111)*

1491_ *Policy deleted (OPA 111)*

> RIVERINE EROSION HAZARDS

1492_ The natural movement of watercourses and valley slopes due to erosion can be aggravated by human activities and the impact of the activity can be transferred some distance from the impact site. The risk of erosion is managed by planning for the 100 year erosion rate (the average annual rate or recession extended over a one hundred year time span). The extent of the riverine erosion hazard limit depends on whether the erosion is occurring in a confined system (where the physical presence of a valley corridor containing the system is visibly discernable), or an unconfined system (where there is no discernable valley slope or bank that can be detected from the surrounding landscape). In keeping with the hazard avoidance approach, development and site alteration is generally not permitted in areas that are subject to riverine erosion hazards. Riverine erosion hazards are further addressed by the following criteria and illustrations.

1493_ The riverine erosion hazard limits identified on Map 6 are subject to interpretation and refinement without an amendment to this Plan, on the basis of a technical study prepared in conformity with the Maximum Hazard Line policies of this Plan and completed to the satisfaction of the City, in collaboration with the conservation authority having jurisdiction. *(OPA 111)*

> CONFINED SYSTEMS

1494_ The riverine erosion hazard limit for confined systems, as shown on Figure 25, is comprised of the combined effect of the following:

1. In cases where valley slopes are found to be at a stable angle, and not subject to the potential influence of toe erosion, the Valley Top of Slope, located at the break in slope point between the valley side slope and the tableland, is the riverine erosion hazard limit.

2. In cases where there is a potential for erosion at the toe of the slope from natural processes, the riverine erosion hazard limit needs to be shifted to include a toe erosion allowance.

3. In cases where a slope is steeper than its determined long-term angle of stability, the riverine erosion hazard limit needs to be shifted to account for slope movement over time. In the absence of detailed geotechnical information, the stable slope allowance is based on an assumed stable slope gradient of three horizontal units to one vertical unit (3:1). For slopes having a steeper gradient, the allowance is equal to the distance between the actual valley top of slope and the point at which a slope at a 3:1 gradient, rising from the same toe position, would intersect the ground surface.

4. A six metre erosion access allowance added to the valley top of slope or the combined toe erosion and long term angle of stability, is required for the purposes of providing sufficient access for emergencies, maintenance, and construction activities.

FIGURE 25 - EROSION HAZARD LIMIT FOR CONFINED RIVERINE SYSTEM

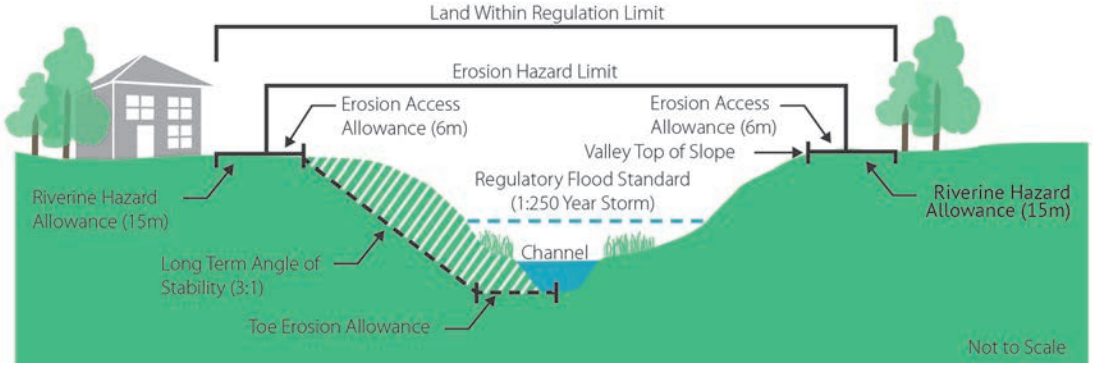
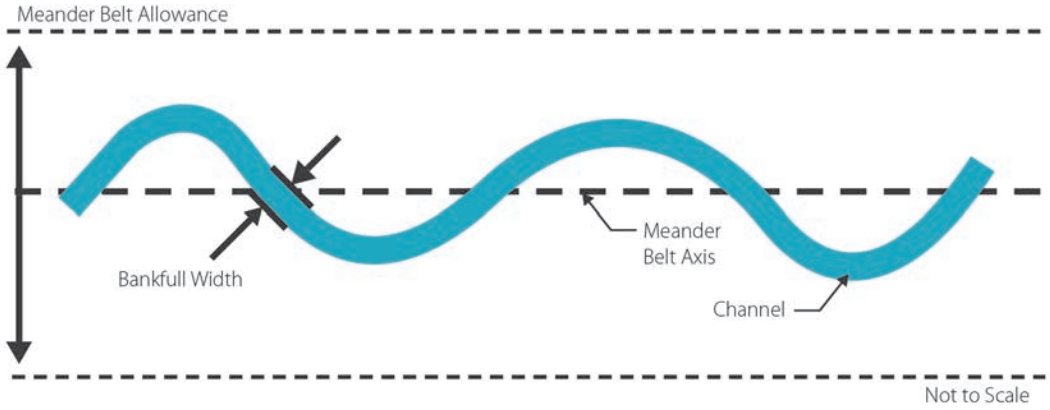


FIGURE 26 - EROSION HAZARD LIMIT FOR UNCONFINED RIVERINE SYSTEM



> UNCONFINED SYSTEMS

1495_ The riverine erosion hazard limit for unconfined systems where there is no discernable valley slope or bank, as shown on Figure 26, is the combined limit of:

1. The meander belt allowance, which provides a limit to development within those areas where the river system is likely to shift.

2. The erosion access allowance, which is required for the purpose of maintaining sufficient access for emergencies, maintenance, and construction activities.

> STEEP SLOPES OUTSIDE THE RIVERINE EROSION HAZARD LIMIT

1496_ The riverine erosion hazard limit identifies the erosion hazard associated with slopes along the city's river and stream corridors. Steep slopes associated with other features such as moraines or remnant valley slopes that are no longer continuous with the river system exist within the city outside of the riverine erosion hazard limit. These features, identified on Map 6 will be assessed through the community planning process and appropriate measures will be taken to address erosion hazards and protect the natural vegetation associated with these features. Such measures may include the preparation of a geotechnical study and/or supporting technical study in conformity with the Maximum Hazard Line policies below.

1497_ *Policy deleted (OPA 111)*

> WETLANDS AND AREAS OF INTERFERENCE

1498_ Wetlands and their surrounding areas of interference are subject to regulation under the *Conservation Authorities Act* due to the potential hazards associated with flooding, organic soils and interference with water source/recharge areas. Filling or draining can have an impact on the hydrologic functions of a wetland which, in turn, may influence the flooding and erosion processes in the area. The incremental impact of widespread wetland interference can also have a significant impact on downstream hydrology. The regulation limit also applies to surrounding areas of interference, for a distance of 30 metres around provincially significant wetlands and other wetlands larger than two hectares in size, and 30 metres around wetlands that are less than two hectares in size and not provincially significant. *(OPA 111)*

1499_ *Policy deleted (OPA 111)*

MAXIMUM HAZARD LINE

1500_ The Maximum Hazard Line represents the outer limit of combined natural hazards including flood plains and areas of unstable or organic soils and steep slopes, including steep slopes outside of the riverine erosion hazard limit and wetlands, and is identified on Map 6 for information purposes. Regulated lands within the Maximum Hazard Line include riverine flooding and erosion hazards, wetlands and the areas of interference around wetlands. This identification is subject to interpretation and refinement without an amendment to this Plan, to reflect changes that have been enacted by the conservation authority having jurisdiction.

> TECHNICAL STUDIES

1501_ For new development, redevelopment, or expansions to existing development, geotechnical assessments, hydrogeological studies, river morphology studies, erosion control plans and/or other supporting technical studies will be required to:

1. Accurately delineate the riverine erosion hazard limit.
2. Identify existing erosion and/or slope hazards.
3. Assess the impact of the proposed development on existing hazards.
4. Assess the potential for the proposed development to create new hazards.
5. Identify measures to safely avoid the potential hazards, including appropriate development setback from the riverine erosion hazard limit.
6. Identify and address any associated impacts that development adjacent to the riverine erosion hazard limit will have on components of the Natural Heritage System.

1502_ The City shall require that the geotechnical assessment and other technical studies be completed by a qualified professional to its satisfaction, in consultation with the conservation authority having jurisdiction and other public agencies, prior to the approval of an official plan amendment, zoning by-law amendment, subdivision application, consent to sever, or site plan application. *(OPA 111)*

1503_ A geotechnical assessment and other required technical studies may be completed as part of a secondary plan, Environmental Assessment and/or an environmental impact study in conformity with the policies in the Our Tools part of this Plan.

HUMAN-MADE HAZARDS

1504_ There are lands within the City of London that as a result of previous human activity may not be suitable for future development. These policies are intended to:

1. Minimize the potential for contaminated lands to create a hazard to public health and safety, to property or to the natural environment.
2. Encourage the restoration of contaminated land.
3. Support development and redevelopment proposals that will facilitate the remediation of vacant or underutilized brownfield sites.

> CONTAMINATED LANDS

1505_ Notwithstanding the place types on Map 1 of this Plan and any associated policies, future development will not be permitted on or in the vicinity of known or suspected contaminated sites, unless it is determined that the development satisfies the provisions of the *Environmental Protection Act*, and the development complies with any other provincial and municipal guidelines, as applicable.

1506_ The City may consult with appropriate provincial agencies and may require an investigation, including testing of soil and groundwater samples, to:

1. Determine potential health concerns.
2. Demonstrate the site can be rehabilitated to meet appropriate federal, provincial and local standards.
3. Identify procedures for site remediation.

1507_ The City shall cooperate and participate with other private or public agencies, in an effort to reduce adverse environmental impacts or health hazards associated with contaminated sites.

1508_ In determining the standards to be used for the purposes of site remediation for Records of Site Condition on contaminated lands, water standards shall be used in accordance with the provisions of the *Environmental Protection Act* and any associated regulation.

> ABANDONED OIL OR GAS WELLS

1509_ For information purposes, the approximate locations of known or suspected former petroleum wells are identified on Map 6. Prior to approving new development on or adjacent to known or former petroleum (oil and gas) well locations, the City will require the applicant to demonstrate that the known or suspected hazard has been mitigated in accordance with relevant provisions of the *Oil, Gas and Salt Resources Act*. Should previously unknown abandoned petroleum works be discovered during the course of a project, work shall be ceased until such time that hazards have been mitigated in accordance with relevant provisions of the *Oil, Gas and Salt Resources Act*.

> ABANDONED WATER WELLS

1510_ Where there are known abandoned water wells, or prior to approving development on lands found to contain abandoned water wells, the City shall require the applicant to demonstrate that the wells have been properly decommissioned, in accordance with the provisions of the *Ontario Water Resources Act* and any associated regulation. It is the responsibility of the applicant and/or property owner to determine if any abandoned water wells exist within a development site.

Natural Resources

WHAT ARE NATURAL RESOURCES?

1511_ There are lands within the City of London that contain natural resources that are to be protected to ensure that the resources are available for extraction to support on-going development and infrastructure needs. In London, these lands include aggregate resource areas, extractive industrial areas, such as the Byron Gravel Pits, and potential mineral and petroleum resources. These resources require protection from development until such time as the resource is exhausted and rehabilitation of the resource area is complete.

1512_ Wellhead Protection Areas are zones around wells where land uses must be planned to protect the quality and quantity of the drinking water supply. These wells serve as emergency municipal water wells, and are located within the identified wellhead protection areas. *Source Protection Plans* identify areas where uses or activities may be prohibited, restricted, or otherwise regulated by the Source Protection Plan to protect our drinking water supply within highly vulnerable aquifers and significant groundwater recharge areas.

WHY ARE NATURAL RESOURCES IMPORTANT TO OUR FUTURE?

1513_ Ready access to convenient resources is important to the continued growth and development of the city. Sand and gravel provide a valuable source of street and building construction material. Policies of this Plan provide for the protection of these resources, including the continuation and expansion of existing pits and quarries and the introduction of new pits and quarries. The Plan also provides policies to ensure that the potential impacts of pits and quarries on other land uses are also taken into account. There are no known mineral or petroleum resource operations in the city, however, in certain areas of London underground petroleum resources may exist. Access to high-quality drinking water that meets or exceeds all regulatory standards is important to the health and well-being of Londoners.

WHAT ARE WE TRYING TO ACHIEVE?

1514_ To balance the needs of property owners, operators and residents, to facilitate the extraction of our natural resources, to provide access to aggregate resources as close to market as possible, and to ensure the rehabilitation of these lands, we will:

1. Promote aggregate resource conservation, including aggregate extraction and the recovery and recycling of manufactured materials derived from aggregates.
2. Provide for the continuation of existing extractive operations.
3. Provide for the expansion of existing pits and quarries, and the establishment of new pits and quarries, in accordance with provincial requirements and in conformity with the policies of this Plan.
4. Protect aggregate resources for long-term use from development and activities that would preclude or hinder the expansion or continued use of the operation, or would be incompatible for reasons of health, safety or environmental impact.
5. Minimize potential land use compatibility problems between pits and quarries and surrounding land uses.
6. Ensure that human health and safety impacts are mitigated.
7. Promote best practices in the operation, site design and after-use remediation of extractive industrial sites.
8. Provide for the sensitive rehabilitation of pits and quarries to an appropriate after-use compatible with the long-term intent of this Plan.

1515_ To protect drinking water resources and to ensure high-quality drinking water supply and to address significant drinking water threats, we will:

1. Implement *Source Protection Plans* as required by provincial regulations.
2. Prohibit, restrict, or otherwise regulate uses or activities where significant drinking water threats may occur as mapped in the *Source Protection Plans* and in accordance with *Source Protection Plan* policies.
3. In designated vulnerable areas identified through the *Assessment Report*, all planning decisions shall be in conformity with the policies of the *Source Protection Plan* that address significant drinking water threats.

HOW ARE WE GOING TO ACHIEVE THIS?

1516_ Map 6 – Hazards and Natural Resources, includes the following natural resources:

1. Aggregate Resources
2. Mineral and Petroleum Resources
3. Emergency Municipal Water Wells, Wellhead Protection Areas, Significant Groundwater Recharge Areas and Highly Vulnerable Aquifers

1517_ Policies for Extractive Industrial Areas are included in the Aggregate Resources policies. Identified extractive industrial areas are aggregate resource areas that are licensed under the *Aggregate Resources Act*.

AGGREGATE RESOURCES

1518_ Aggregate extraction is a permitted interim use in all place types of this Plan. In prime agricultural areas, aggregate extraction sites shall be rehabilitated to an agricultural condition. The locations of aggregate resource areas, and licensed pits and quarries and properties appropriate for consideration for a license under the *Aggregate Resources Act* are identified on Map 6. The ultimate intended uses for lands identified as extractive industrial areas on Map 6, are shown on Map 1 – Place Types.

1519_ In addition to the policies of this Plan, the operation of pits and quarries in London is also subject to the provisions of the *Aggregate Resources Act*.

1520_ In evaluating proposals for change in land use within, or adjacent to, extractive industrial areas identified on Map 6, the potential impact of the proposed use on the pit or quarry and the future availability of aggregate resources for extraction will be considered. Existing aggregate extraction operations shall be protected from new development and activities that would preclude or hinder their expansion or continued use, or which would be incompatible for reasons of public health, public safety, or environmental impact. The following measures may be required to ensure that extraction is undertaken in a manner which minimizes social and environmental impacts between the aggregate resource extraction and new development:

1. Phasing of the proposed development, such that portions of the site furthest away from the pit or quarry are developed first. This will assist in the maintenance of a buffer area between the two uses.
2. Phasing of the proposed development, so that rehabilitation of portions of the pit or quarry precedes the development of adjacent residential uses.
3. The provision of berms, landscaping, and fencing.

1521_ The City will promote the conservation of aggregate resources by making provision for the recovery of these resources, wherever possible. It is recognized that the extraction of these resources may occur during the life of this Plan. An amendment to *The London Plan* may be required to establish a new pit or quarry, or to substantially expand an existing pit or quarry, in conformity with the policies of this Plan. Map 6 may be amended to identify extractive industrial areas for a new or expanded pit or quarry, or to remove the extractive industrial areas for a closed pit or quarry. The foregoing notwithstanding, in the case of aggregate resource areas in the Byron Gravel Pits, only a zoning by-law amendment will be required to establish a new pit or expand an existing pit.

1522_ In addition to aggregate resource extraction, the recovery and recycling of manufactured materials derived from aggregates for re-use is a permitted use within an aggregate operation.

1523_ In areas within or adjacent to known aggregate resource areas, development and activities that would preclude the establishment of new aggregate extraction operations, or access to the resources, will be permitted only if one or more of the following criteria are met:

1. Resource use would not be feasible.
2. The proposed land use or development serves a greater long-term public interest.
3. Issues of public health, public safety and environmental impact are addressed.

> EXPANSIONS OF PITS AND QUARRIES OR NEW PITS AND QUARRIES

1524_ In addition to the requirements of the *Aggregate Resources Act*:

1. An amendment to this Plan will be required in order to establish a new pit or quarry or to expand an existing pit or quarry beyond that area identified on Map 6 as extractive industrial areas except in the south-east Byron area.

2. In the case of lands in the Byron Gravel Pits identified on Map 6 as extractive industrial areas or aggregate resource areas, only a zoning by-law amendment will be required to establish a new pit or quarry or to expand an existing pit or quarry.

1525_ Proposals will be evaluated in terms of their potential impact on surrounding land uses.

1526_ In reviewing aggregate extraction proposals applied for under the *Aggregate Resources Act*, where an official plan amendment or zoning by-law amendment is required, City Council may require the applicant to submit the following information:

1. A report setting out the location, extent, amount, and quality of the aggregate resource to be extracted.

2. An inventory of existing site conditions, including the description and dimensions of the site, property ownership and area, adjacent land uses, vegetation, topography, soil conditions, ground and surface water, and other significant features.

3. An evaluation of potential noise and vibration impacts on adjacent land uses in conformity with the Noise, Vibration and Safety policies in the Our Tools part of this Plan.

4. The site plan of the extractive operation, as required by the *Aggregate Resources Act*, and showing the proposed development as planned and staged. Such site plans shall include: the location of structures, operating equipment, activity areas, points of access, and internal streets; the anticipated use of traffic routes to and from the site; the proposed use of measures to mitigate the potential impact of dust, noise, vibration, and other nuisances on sensitive receptors within 150 metres of the site; surrounding land uses; and the phasing of rehabilitation of the extractive operation.

1527_ In place types other than Future Growth, applications for an amendment to this Plan to establish a new pit or quarry or to expand an existing pit or quarry will be subject to the Planning and Development Application policies in the Our Tools part of this Plan.

> REHABILITATION OF PITS AND QUARRIES

1528_ City Council, in considering an official plan amendment and/or zoning by-law amendment and an application under the *Aggregate Resources Act* to add or expand a pit or quarry, will require the applicant to submit a rehabilitation plan, as provided for by the *Aggregate Resources Act*, to ensure that the rehabilitation of a pit or quarry is in keeping with the relevant place type(s) shown on Map 1 and other relevant policies of this Plan.

1529_ City Council may request that the following items be included in the rehabilitation plan: details of the proposed land use; final topographic contours; the expected depth and quality of topsoil; the expected depth and quality of ground water; the expected extent, depth, and quality of surface water; proposed measures to ensure slope stability; details of the landscaping or replanting program; and delineation of proposed drainage patterns.

1530_ City Council may request that rehabilitation plans be based on an area study, prepared in conformity with the Secondary Plans policies of this Plan. Secondary plans intended to form the basis of a rehabilitation plan will address, in addition to those matters described in the Secondary Plans policies, methods of minimizing potential land use conflicts between proposed new development and existing land uses.

> WAYSIDE PITS AND QUARRIES, PORTABLE ASPHALT AND CONCRETE PLANTS

1531_ Wayside pits and quarries, and portable asphalt and concrete plants may be established in undeveloped areas within any place type of the Plan without the requirement for an amendment to *The London Plan* or the *Zoning By-law*, subject to the following provisions.

1532_ For the purposes of this Plan, a wayside pit or quarry means a temporary pit or quarry opened and used by or for a public authority solely for the purpose of a particular project or contract of street construction and not located on the street right-of-way. A portable asphalt plant means a facility with equipment designed to heat and dry aggregate and mix aggregate with bituminous asphalt to produce asphalt paving material, and includes stockpiling and storage of bulk materials used in the process, and which is not of permanent construction, but which is to be dismantled at the completion of the construction project. A portable concrete plant means a building or structure with equipment designed to mix cementing materials, aggregate, water and admixtures to produce concrete, and includes stockpiling and storage of bulk materials used in the process, and which is not of permanent construction, but which is designed to be dismantled at the completion of the construction project.

1533_ Wayside pits and quarries, and portable asphalt and concrete plants to be established within areas of the Green Space Place Type that have been recognized by City Council as Environmentally Significant Areas, or within areas of any place type that are subject to a regulation limit described by the conservation authority having jurisdiction, will require a zoning by-law amendment to permit a temporary use, in accordance with the provisions of the *Planning Act*. Applications for a zoning by-law amendment to permit wayside pits and quarries will be subject to the Planning and Development Application policies in the Our Tools part of this Plan.

1534_ Wayside pits and quarries, and portable asphalt and concrete plants to be established within areas of existing development will require a zoning by-law amendment to permit a temporary use, in accordance with the provisions of the *Planning Act*. Applications for a zoning by-law amendment to permit wayside pits and quarries will be subject to the Planning and Development Application policies in the Our Tools part of this Plan.

1535_ City Council, in reviewing applications under the *Aggregate Resources Act* for wayside permits, will require the submission of a rehabilitation plan prepared to Council's satisfaction, as provided for by the *Aggregate Resources Act*, to ensure that the rehabilitation of a pit or quarry is in conformity with the place types shown on Map 1 and other relevant policies of this Plan.

SPECIFIC POLICIES FOR AGGREGATE RESOURCES

1536_ The following policies relate to specific sites or areas affected by the Aggregate Resources policies. These policies serve to augment the general policies for Aggregate Resources. Where there is a conflict between the following policies and the more general Aggregate Resources policies, these more specific policies shall prevail. Areas subject to specific policies are shown on Map 7 – Specific Policy Areas.

> BYRON GRAVEL PITS AND ADJACENT LANDS

1537_ Within the *Byron Gravel Pits Secondary Plan* Area east of Colonel Talbot Road, south of Byron Baseline Road and Commissioners Road West, as identified on Map 7 and the adjacent within the Future Community Growth Place Type, it is anticipated that the long-term land use of this area will be a mix of mid-rise housing types and recreational uses. Redevelopment of this area will be based on a comprehensive rehabilitation and development plan consistent with the *Byron Gravel Pits Secondary Plan*. Expansion of the existing licensed aggregate area and the realignment of Colonel Talbot Road may be considered if it can be demonstrated that this will assist in the rehabilitation of the existing gravel pits and that compatibility with surrounding land uses can be achieved. *(OPA 106)*

1538_ Aggregate resource areas adjacent to the Byron Gravel Pits are identified on Map 6. It is recognized that extraction of these resources may occur during the life of this Plan as a means of assisting in the overall rehabilitation of the Byron Gravel Pits. Consideration of the longterm development for the lands identified on Map 6 as aggregate resource areas adjacent to the Byron Gravel Pits will be incorporated and form a part of the studies being undertaken to achieve a comprehensive extraction, rehabilitation, and development plan for the lands in the Byron Gravel Pits Secondary Plan area shown on Map 7 *(OPA 106)*.

1539_ For lands identified as extractive industrial areas and aggregate resource areas in Byron, it is the intent of this Plan to minimize the impact of extraction activities upon surrounding land uses. Accordingly, in the Byron Gravel Pits, in addition to conformity with the Natural Resources policies of this Plan, the Ministry of Natural Resources and Forestry, as amended, may be requested, through the license and site plan approval process, to require any or all of the following: *(OPA 111)*

1. The extraction and rehabilitation of extracted areas to be expedited to the extent possible through a phasing sequence on the site plans required by the *Aggregate Resources Act*.
2. The location of stockpiling, screening, mixing, crushing or other processing of materials at the lowest elevations that is reasonably possible.
3. To the extent possible, the use of common, paved entrances and exits as recommended by the City Engineer to be shared by extraction operations.
4. The retention of tree or other vegetative cover within the setback areas to the extent possible. *(OPA 78)*

1540_ The integration of rehabilitation plans for the extraction area will be achieved through the process of both new and replacement site plan approval by the Ministry of Natural Resources and Forestry, as amended. The integrated plans will provide an approximate indication of the rehabilitated landscape including limited peripheral areas that are intended for residential after-use, and the greater portion of the pit that will not be suitable for residential development because of slope or elevation constraints. *(OPA 78) (OPA 111)*

1541_ Since the ultimate use of this area is likely to be open space and recreation, a more detailed level of site planning will have to be undertaken in the future involving the pit operators and land owners, the Ministry of Natural Resources and Forestry, as amended, and the City. The resulting plan and related documentation will indicate: *(OPA 111)*

1. An accurate delineation of the land intended to be rehabilitated as public open space.

2. Accurate contour information indicating the final grading of the rehabilitated areas.

3. The approximate configuration of any ponds to be incorporated in the rehabilitation scheme.

4. Street and trail access to and through the rehabilitated pit area including any required parking facilities.

5. The siting of any recreational facilities proposed for the rehabilitated pit area.

6. A planting scheme to provide for the stabilization of soils and reduced maintenance on rehabilitated slopes, the naturalization of lands at the edge of forest areas, and the creation of a visually attractive landscape suitable for passive recreation pursuits. *(OPA 78)*

1542_ The development of lands within the vicinity of the extractive industrial areas or aggregate resource areas, as identified on Map 6 for residential uses shall have regard for the mitigation of the noise and dust impact of extraction operations on the proposed residential development. The review of applications for rezoning or plan of subdivision approval will include the following considerations:

1. Prior to a zoning by-law amendment or final approval of a plan of subdivision within 300 metres of lands identified as extractive industrial areas or aggregate resource areas on Map 6, a noise and dust impact study shall be completed and any recommended mitigation measures contained therein will be carried out to the satisfaction of the City of London, the Ministry of the Environment, Conservation and Parks and the Ministry of Natural Resources and Forestry, as amended. Furthermore, the subdivider will notify prospective lot purchasers, in agreements of purchase and sale and in notices registered on title that are binding on successors and assigns to the subdivision lands and in a separate agreement with the City, of the potential for new licenses in the identified aggregate resource area and of the long-term continuation of active aggregate operations in the Byron Gravel Pits and of the noise and dust impacts associated with extraction and related operations. *(OPA 111)*

2. Residential subdivisions will be developed in phases so that the maximum possible separation distance between areas of residential development and extraction operations is maintained. A minimum separation distance of 150 metres between residential development and the maximum extent of extraction activity (this separation distance being measured from the limit of extraction, not the licensed area boundary) will normally be required.

As peripheral portions of the extraction area are rehabilitated, the separation area could shift to reflect any adjusted limits of active extraction operations. Any deviation from the 150 metre norm will be considered only on the basis of studies undertaken by a qualified consultant which demonstrate to the satisfaction of the City of London, the Ministry of the Environment, Conservation and Parks and the Ministry of Northern Development, Mines, Natural Resources and Forestry that the deviation is satisfactory to protect the residential development from adverse impacts of extraction operations. *(OPA 78) (OPA 111)*

> KILALLY NORTH

1543_ Within the Kilally North area, which is bounded by Stoney Creek on the north, the Urban Growth Boundary on the east, the Thames River on the south, and Highbury Avenue North on the west, the following policies apply:

1544_ The development of lands within the vicinity of the extractive industrial areas or aggregate resource areas, as identified on Map 6 will have regard for the mitigation of the noise and dust impacts of extraction operations on the proposed development. The review of applications for rezoning or plan of subdivision approval will include the following considerations:

1. Prior to a zoning by-law amendment or final approval of a plan of subdivision within 300 metres of lands identified as extractive industrial areas or aggregate resource areas on Map 6, a noise, dust and vibration impact study will be completed by a qualified consultant and any recommended setbacks for development or mitigation measures contained therein will be carried out to the satisfaction of the City. Mitigation measures will be implemented at the sole cost of the proponent of the development.

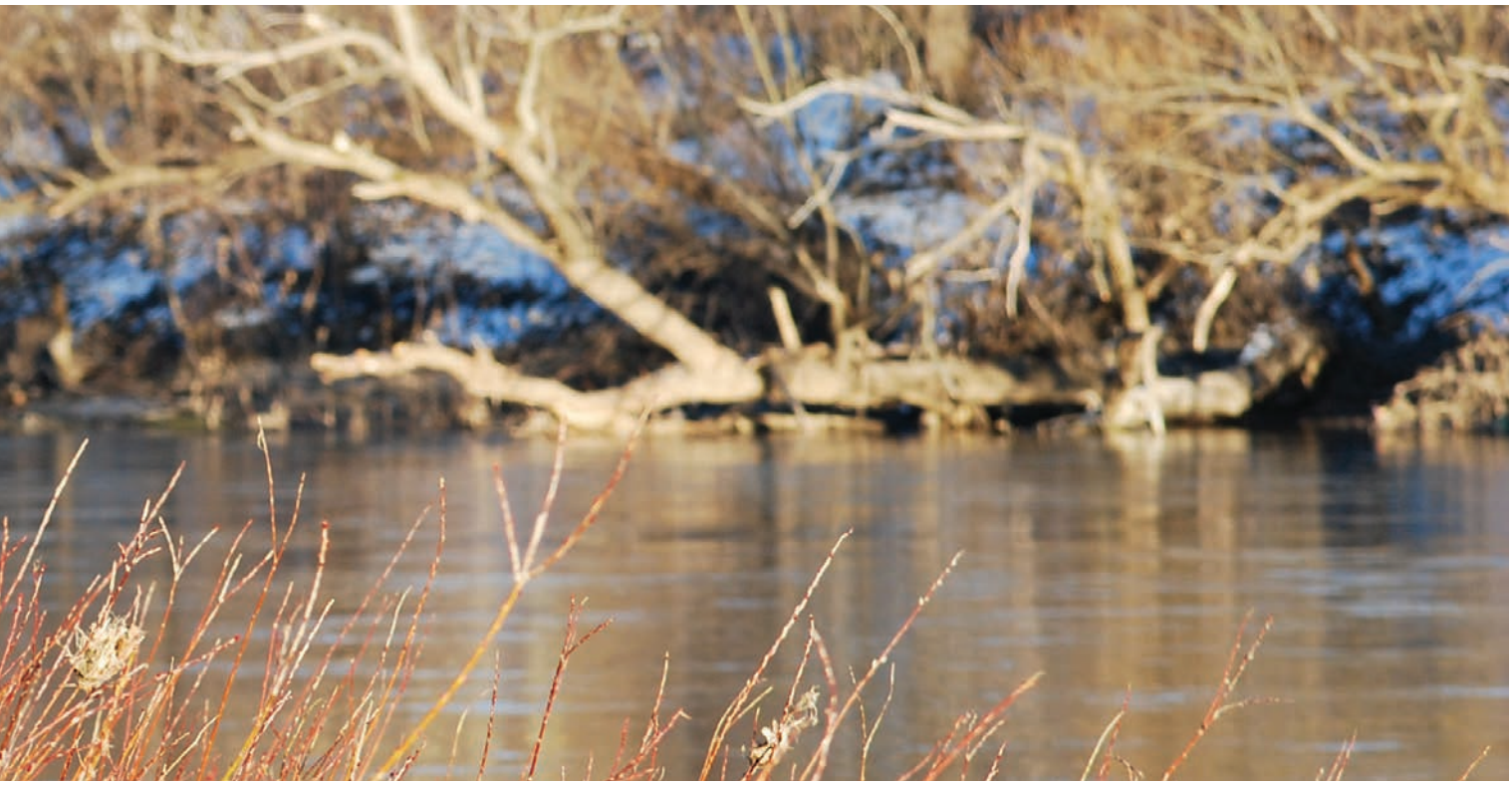
2. With respect to residential development, the subdivider will notify prospective lot purchasers, in agreements of purchase and sale and in notices registered on title that are binding on successors and assigns to the subdivision lands and in a separate agreement with the City, of the potential for new licenses in the identified aggregate resource area and of the long-term continuation of active aggregate operations adjacent to the Kilally North area and of the noise and dust impacts associated with extraction and related operations.

MINERAL AND PETROLEUM RESOURCES

1545_ There are no known mineral or petroleum resource operations in the city, however, in certain areas of London underground petroleum resources may exist. Exploration of petroleum resources will not require an amendment to this Plan or the *Zoning By-law*. Development of petroleum resources, including exploration, drilling, production and storage of petroleum resources, shall comply with the *Oil, Gas and Salt Resources Act* and any other provincial requirements, as applicable.

1546_ City Council shall ensure that no development will be permitted around any prior existing operational petroleum wells for maintenance, servicing, and safety reasons. Known abandoned oil and gas wells are identified on Map 6.

1547_ Appropriate setbacks as outlined in the regulations of the *Oil, Gas and Salt Resources Act* will be addressed through the *Zoning By-law*.



WELLHEAD PROTECTION AREAS, SIGNIFICANT GROUNDWATER RECHARGE AREAS AND HIGHLY VULNERABLE AQUIFERS

1548_ Wellhead protection areas are zones around wells where land uses must be planned to protect the quality and quantity of the water supply.

1549_ Within the wellhead protection areas identified on Map 6, a range of restricted or prohibited activities or land uses may be identified due to their potential impact on the quality or quantity of drinking water.

1550_ The City will implement a *Source Protection Plan*, as required by provincial legislation, to protect the drinking water supply. The *Source Protection Plans* and *Assessment Reports* identify and map the locations of designated vulnerable areas. Existing and future land uses and activities may be regulated or prohibited by the policies of the *Source Protection Plan*.

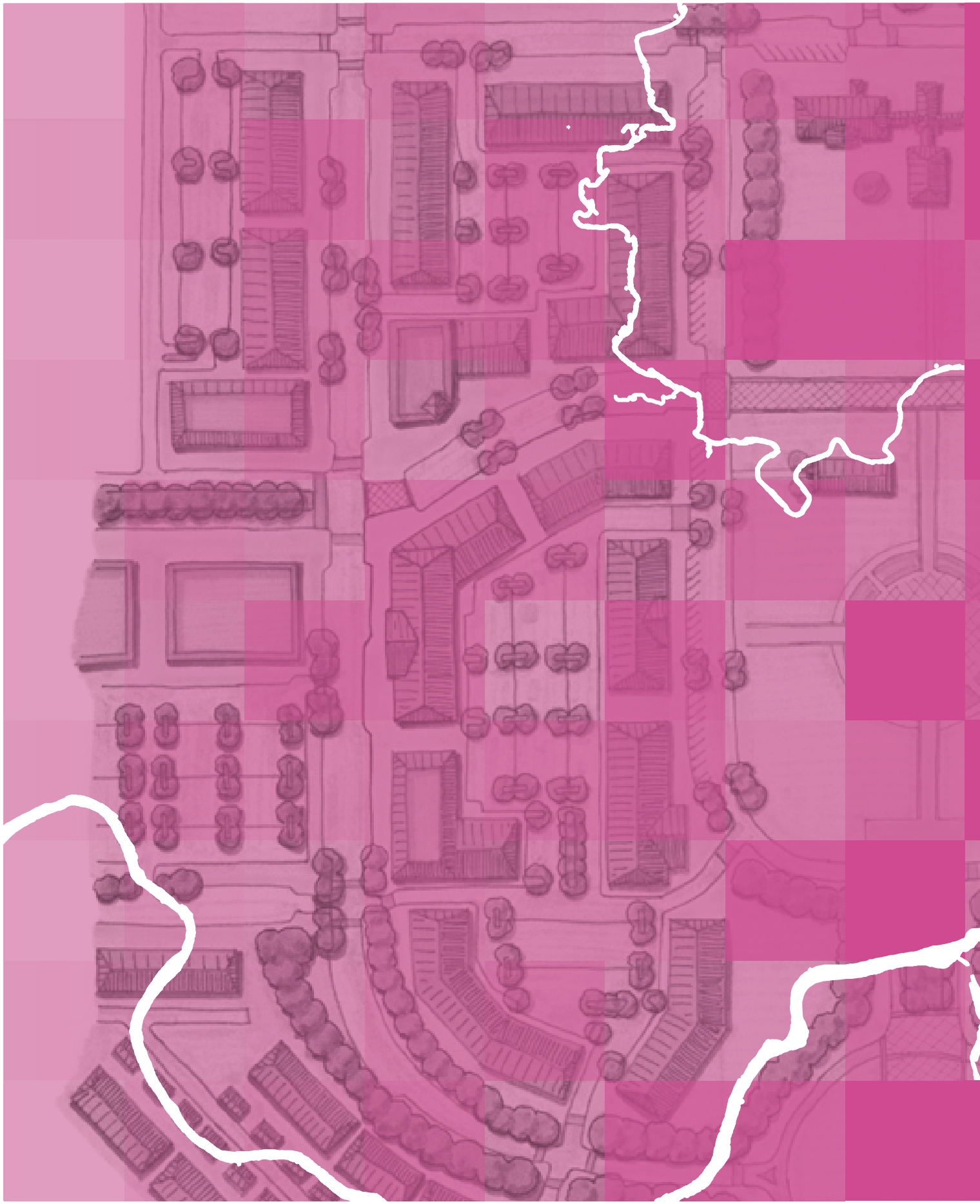
1551_ In designated vulnerable areas identified through a *Source Protection Plan* and *Assessment Report*, all planning decisions shall be in conformity with those policies that address significant drinking water threats in accordance with Section 39(1)(a) of the *Clean Water Act*. All planning decisions shall have regard for those policies that address low and moderate drinking water threats in accordance with Section 39(1)(b) of the *Clean Water Act*.

1552_ For areas identified as significant groundwater recharge areas or highly vulnerable aquifers on Map 6, a hydrological study may be required to determine the potential impacts of the proposed development on the quality and quantity of the groundwater resource as part of a planning or building permit application. This could result in a prohibition, restriction or other regulation on activities within these areas.

1553_ The City may prepare a guideline document to identify the uses and activities that may require a hydrological study to protect and maintain the drinking water resource.

1554_ The limits of a significant groundwater recharge area on Map 6 are intended to identify areas that may require additional study to permit site alteration or development, and may be amended only as part of an *Assessment Report*.

1555_ These policies also address the protection of environmental quality and ecological function with respect to water quality, water quantity, groundwater recharge areas, headwater streams and highly vulnerable aquifers when read in conjunction with the Natural Heritage policies of this Plan.



SECONDARY PLANS

PURPOSE OF SECONDARY PLANS

1556_ Where there is a need to elaborate on the parent policies of *The London Plan*, or where it is important to coordinate the development of multiple properties, a secondary plan may be prepared by the City of London. Secondary plans will allow for a comprehensive study of a secondary planning area, considering all of the City Building and Environmental Policies of this Plan. It will also allow for a coordinated planning approach for the secondary planning area and the opportunity to provide more detailed policy guidance for the area, that goes beyond the general policies of *The London Plan*.

WHERE SECONDARY PLANS MAY BE APPLIED

1557_ Secondary Plans may be applied to areas of varying sizes – from large planning districts and neighbourhoods to small stretches of streetscape or even large individual sites. Areas that may warrant the preparation and adoption of a secondary plan include:

1. Areas that have been added to the Urban Growth Boundary and are within a Future Growth Place Type.
2. Areas that require a coordinated approach to subdivision development.
3. Residential neighbourhoods that are experiencing pressure for conversion, infill development, or redevelopment to a higher intensity of use.
4. Residential areas where detailed planning is required to maintain residential stability and character, and to improve neighbourhood amenities.
5. Older industrial areas that are subject to pressures for expansion or transition to other uses.
6. Institutional areas that may be in transition or subject to major redevelopment.
7. Areas that are subject to substantial change as the result of a proposed major development.
8. Commercial areas that are subject to land use transition.
9. Areas where a coordinated approach to the development of multiple properties is required for a specific planning and design objective.
10. Areas that have been designated as Community Improvement Project Areas.
11. Areas, in whole or in part, within the Transit Village, Rapid Transit Corridor, or Urban Corridor Place Types that may require vision and more specific policy guidance for transition from their existing form to the form envisioned by this Plan.

STATUS OF SECONDARY PLANS

1558_ Secondary plans will be adopted by City Council and form part of *The London Plan*. Where there is a conflict or inconsistency between the parent policies or maps of *The London Plan* and the policies or maps of a secondary plan, the secondary plan policies or maps will prevail. Otherwise, the parent policies and maps of *The London Plan* will be read together and in conjunction with the secondary plan.

1559_ One or more place types will be identified on Map 1 – Place Types, for all lands within secondary plans. However, more refined place types, and associated policies, may be established in the secondary plan.

BACKGROUND STUDIES

1560_ Background studies required for any secondary plan will be commensurate with the scope, land area and intent of the secondary plan. Background studies will address matters such as:

1. A planning analysis which addresses the Our City and Our Strategy policies and all of the relevant City Building policies of this Plan.
2. Natural heritage studies to address the Environmental Policies of this Plan.
3. Infrastructure studies to address the Civic Infrastructure policies of this Plan.
4. A cultural heritage resource review, including archaeological resources, cultural heritage landscapes and built heritage resources.
5. A planning and design report to evaluate and establish the important design goals and objectives for the planning area and to develop a neighbourhood or development concept plan that implements the City Design policies of this Plan.
6. A transportation study to evaluate existing and required street network, cycling and pedestrian infrastructure, and transit linkages.
7. Population, residential unit, employment and industrial, commercial and institutional floor space forecasts.
8. An evaluation of affordable housing needs.
9. A financial analysis, providing a forecast of the one-time and ongoing costs and revenues that will be generated by the development of the subject lands, considering the timing of these costs and revenues and in keeping with public asset best management practices.

SECONDARY PLAN CONTENT

1561_ A secondary plan will consist of policies and maps that provide more specific direction than that offered by the general policies of this Plan. A secondary plan may include policies, illustrations and maps for such things as:

1. The vision for the secondary planning area, addressing the City Design and relevant Place Type policies of this Plan.
2. A community structure plan and design concept and associated policies – conveyed in text and/or illustrations.
3. A plan for protecting and sustaining natural heritage areas.
4. A cultural heritage conservation and mitigation plan.
5. The planned mobility network, including the street layout and design, and pedestrian, cycling, and transit routes and infrastructure and amenities.
6. A plan for land use mix, development form, and development intensity.
7. A parks, open space, and public facilities plan.
8. Tree conservation and tree planting plan to implement the Urban Forest Strategy.
9. A development staging plan, forecasting the timing for build-out of the lands based on projected city-wide residential and non-residential construction.
10. A civic infrastructure plan, including a phasing and financial plan relating to these services in accordance with asset management best practices.
11. An affordable housing strategy for the secondary planning area, in conformity with the Homelessness Prevention and Housing policies of this Plan.

PUBLIC PARTICIPATION AND SECONDARY PLANS

1562_ Secondary plans form part of *The London Plan* and the adoption of a new secondary plan or any amendment to a secondary plan will require the same notice and planning process that is required for any amendment to *The London Plan*, as prescribed under the *Planning Act* and established in the Our Tools part of this Plan. Where appropriate, the City may use a larger circulation area and additional techniques to engage the public in a secondary planning process.

RELATIONSHIP TO MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT PROCESS

1563_ A project contemplated and studied as part of the secondary planning process will fulfill the requirements of the *Environmental Assessment Act* if all the requirements of the *Municipal Class Environmental Assessment Integrated Approach* are completed by an official plan amendment process that implements the secondary plan.

SECONDARY PLANS UNDER SEPARATE COVER

1564_ Secondary plans will be written under separate cover, but will constitute part of this Plan.

LIST OF SECONDARY PLANS

1565_ The City may adopt new secondary plans by amendment to this Plan, and add these secondary plan areas to Map 7 - Specific Policy Areas. The following secondary plans have been adopted by City Council under separate cover, and constitute part of *The London Plan*:

1. London Psychiatric Hospital Secondary Plan
2. McCormick Area Secondary Plan
3. Old Victoria Hospital Secondary Plan
4. Riverbend South Secondary Plan
5. Southwest Area Secondary Plan
6. Old East Village Dundas Street Corridor Secondary Plan *(OPA 6)*
7. Beaufort/Irwin/Gunn/Saunby (BIGS) Neighbourhood Secondary Plan *(OPA 21)*
8. Victoria Park Secondary Plan *(OPA 60)*
10. Byron Gravel Pits Secondary Plans *(OPA 106)*

OUR TOOLS

FRAMEWORK

1566_ *The London Plan* is the Official Plan for the City of London that establishes our vision for the city and then sets out a deliberate range of policies that will allow us to achieve this vision. For these policies to have meaningful impact, and guide change and development over time, a variety of tools that have been afforded to municipalities by the Province will be utilized. The following policies of this Plan, described as Our Tools, provide further detail and direction on how the Plan will be implemented and how the city, the public, applicants, agencies, and others are to use the policies of this Plan to contribute to our London of 2035: Exciting, Exceptional and Connected.

GROWTH MANAGEMENT/ GROWTH FINANCING

GROWTH MANAGEMENT IMPLEMENTATION STRATEGY

1567_ The City will adopt a *Growth Management Implementation Strategy* (GMIS) to set a plan for staging growth and financing the required infrastructure. Within the context of the City's servicing master plans, the GMIS will plan for the orderly progression of development within the Urban Growth Boundary and the timely provision of infrastructure required to support fully serviced and functional communities and employment areas on a financially sustainable basis.

1568_ Financial sustainability depends in large measure on:

1. The adequacy of development charge rates to finance infrastructure required by growth.
2. The financial health of the applicable development charge reserve fund to support future infrastructure investments.
3. The effects of growth proposals on tax and user rates, impacted by the non-growth share of infrastructure projects.

1569_ The GMIS will direct capital budget timing of growth-related infrastructure projects. Updates to the GMIS will examine development charge revenues in relation to projected infrastructure investments to assess the affordability of planned construction. Through the GMIS, the City may accelerate or defer infrastructure projects from established capital budget timelines, with approvals/deferrals subject to yearly City Council approval.

1570_ The GMIS will be prepared to meet the following objectives:

1. Schedule for and finance infrastructure to support growth that is in conformity with the City Structure Plan.
2. Plan for infrastructure in support of the 45% intensification target in this Plan.
3. Advance infrastructure projects that support infill and intensification in conformity with the established intensification targets in the growth management policies in the Our City part of this Plan and the goal of growing in ways that will support the efficient use of our existing infrastructure and services.
4. Support the timely build-out of existing planned communities in a logical, phased manner that optimizes the utilization of any new infrastructure that is required to support development.
5. Support growth in areas that are, or can be, served by existing infrastructure and existing public services and facilities.
6. Focus growth in areas that have existing servicing capacity or comparatively lower costs for required infrastructure, rather than those that do not have available servicing capacity or are relatively expensive to service.
7. Provide a basis for long-term, reliable municipal capital budgeting for growth-related servicing works.
8. Ensure that services are in place or planned to maintain a maximum supply of five years of serviced lands in registered and draft approved plans of subdivision to support the city's physical growth and the City's housing mix and affordability objectives. Should a development proponent wish to develop lands beyond the five-year inventoried supply, services may be extended by the City with the cost solely borne by the developer, consistent with the Growth Management/Growth Financing policies of this Plan.
9. Maintain, at all times, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans of subdivision.
10. Avoid scattered or "leap-frog" development patterns and focus growth where it can complete existing communities.
11. Do not allow for development patterns that are unnecessarily expensive and financially disadvantageous to the City over time.
12. Through the GMIS, the city may defer or accelerate infrastructure projects to respond to development charge reserve fund balances, forecasted development charge revenues, market take-up and growth rates.
13. Support the extension and use of transit services.

1571_ The GMIS will establish five-year and 5+ year periods for the extension of growth-related infrastructure. The strategy will be informed by both the *Development Charges Background Study* and previous GMIS updates and it will consider growth-related costs in relation to growth-related revenues. The GMIS will be updated on an annual basis.

1572_ The private provision of infrastructure in advance of the timing indicated in the GMIS and capital budget is discouraged. Unless a development proponent and the City have entered into a municipal service and financing agreement, the City will not provide compensation for development charge-eligible infrastructure constructed in advance of the *Growth Management Implementation Strategy* capital budget timelines.

GROWTH FINANCING

1573_ The financing requirements to service new development should not jeopardize the long-term financial health of the City or place an undue risk or burden on existing taxpayers. The following growth financing policies are intended to achieve these objectives:

1. Growth-related capital costs will be recovered from revenues generated from new development. This will be established through the *Development Charges Study* and *Development Charges By-law* and best management practices for asset management.

2. The review of proposed secondary plans, subdivisions, and major planning and development applications will include an evaluation of how the proposal conforms with the *Growth Management Implementation Strategy* or a City Council approved municipal service and financing agreement. Where it does not conform, the proposed plan may be refused.

3. The review of proposed secondary plans, subdivisions, and major planning and development applications will require a complete fiscal impact analysis, including such considerations as growth costs, timing of works, and development charges revenues, demonstrating the potential financial implications of the proposed development on the development charges reserve funds. Best management practices for asset management, including whole life-cycle costing, level of service considerations and risk management will also be included with the financial impact analysis. Approval of a secondary plan, plan of subdivision, or major development proposal may be refused or deferred if a satisfactory fiscal analysis is not submitted for the City's review or if the City determines that the required investment in municipal works would be premature.

4. The City may consider the involvement of the private sector in the construction and financing of infrastructure.

5. All servicing arrangements must be consistent with long-term planning, servicing, corporate asset management planning, and financing strategies and policies. Development benefitting from temporary servicing arrangements must contribute to the cost of providing long-term servicing through the payment of development charges as required by the *Development Charges By-law*.

6. The City will plan and budget for major infrastructure works in keeping with its financial management strategy, its municipal asset management strategy and the GMIS, and with regard for the balance of revenues and expenditures from its development charges funds. Infrastructure works and development approvals will be staged accordingly.

7. The City will consider, as part of a development charges study, an area rating approach to recognize that the costs of growth in certain areas of the city may be substantially different from the costs of growth in other areas of the city.

8. Growth-related shares of major infrastructure components will be funded through development charge fees, as set out in the *Development Charges Background Study* and *Development Charges By-law*. Development proposals requiring DC-eligible infrastructure that is not included in the development charges rate calculation will be considered premature until such time as the required infrastructure is incorporated into a future development charges background study.

MUNICIPAL SERVICE AND FINANCING AGREEMENTS

1574_ Consistent with the provisions of the *Development Charges Act*, the City may provide for municipal service and financing agreements (MSFA) to permit a development applicant(s) to accelerate works outside of the timing established in the capital budget. Municipal service and financing agreement principles, parameters, policies, and criteria will be set out in the City's *Development Charges By-law* and/or *Development Charges Background Study*.

1575_ Municipal service and financing agreements shall conform with the City Structure, Civic Infrastructure, Growth Management/Growth Financing policies of this Plan.

PLANNING AND DEVELOPMENT APPLICATIONS

DEFINITION

1576_ For the purposes of this Plan, the term "planning and development application" will be interpreted to include applications made pursuant to the *Planning Act*. *(OPA 141)*

EVALUATION CRITERIA FOR PLANNING AND DEVELOPMENT APPLICATIONS

1577_ All the relevant policies of this Plan that relate to a planning and development application should be read in their entirety and form the basis for evaluating its conformity with this Plan.

1578_ All planning and development applications will be evaluated with consideration of the use, intensity, and form that is being proposed. The following criteria will be used to evaluate all planning and development applications:

1. Consistency with the *Provincial Policy Statement* and in accordance with all applicable legislation.
2. Conformity with the Our City, Our Strategy, City Building, and Environmental policies of this Plan.
3. Conformity with the policies of the place type in which they are located.
4. Consideration of applicable guideline documents that apply to the subject lands.
5. The availability of municipal services, in conformity with the Civic Infrastructure chapter of this Plan and the Growth Management/Growth Financing policies in the Our Tools part of this Plan.
6. Potential impacts on adjacent and nearby properties in the area and the degree to which such impacts can be managed and mitigated. Considering the type of application under review, and its context, an analysis of potential impacts on nearby properties may include such things as:

a. Traffic and access management.

b. Noise.

c. Parking on streets or adjacent properties.

d. Emissions generated by the use such as odour, dust, or other airborne emissions.

e. Lighting.

f. Garbage generated by the use.

g. Privacy.

h. Shadowing.

i. Visual impact.

j. Policy Deleted.

k. Trees and canopy cover.

l. Cultural heritage resources.

m. Natural heritage features and areas.

n. Natural resources.

o. Other relevant matters related to use and built form

The above list is not exhaustive.

7. The degree to which the proposal fits within its context. It must be clear that this is not intended to mean that a proposal must be the same as development in the surrounding context. Rather, it will need to be shown that the proposal is sensitive to, and compatible with, its context. It should be recognized that the context consists of existing development as well as the planning policy goals for the site and surrounding area. Considering the type of application under review, and its context, an analysis of fit may include such things as:

a. Policy goals and objectives for the place type.

b. Policy goals and objectives expressed in the City Design chapter of this Plan.

c. Neighbourhood character.

d. Streetscape character.

e. Street wall.

f. Height.

g. Density.

h. Massing.

i. Scale.

j. Placement of building.

k. Setback and step-back.

l. Relationship to adjacent buildings.

m. Proposed architectural attributes such as windows, doors, and rooflines.

n. Materials.

o. Relationship to cultural heritage resources on the site and adjacent to it.

p. Landscaping and trees.

q. Coordination of access points and connections.

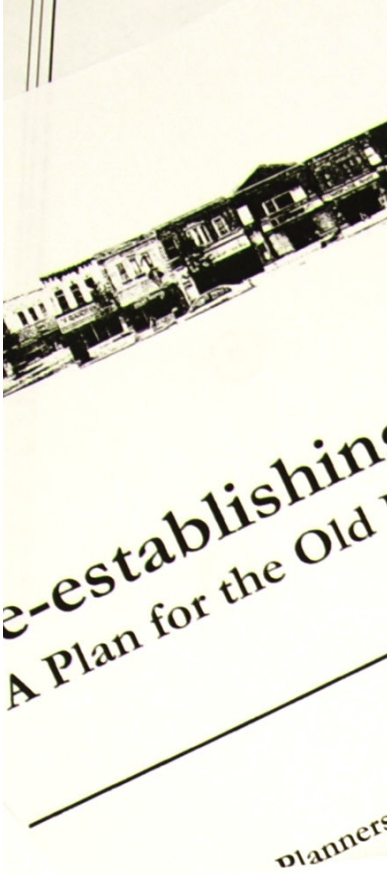
r. Other relevant matters related to use, intensity and form.

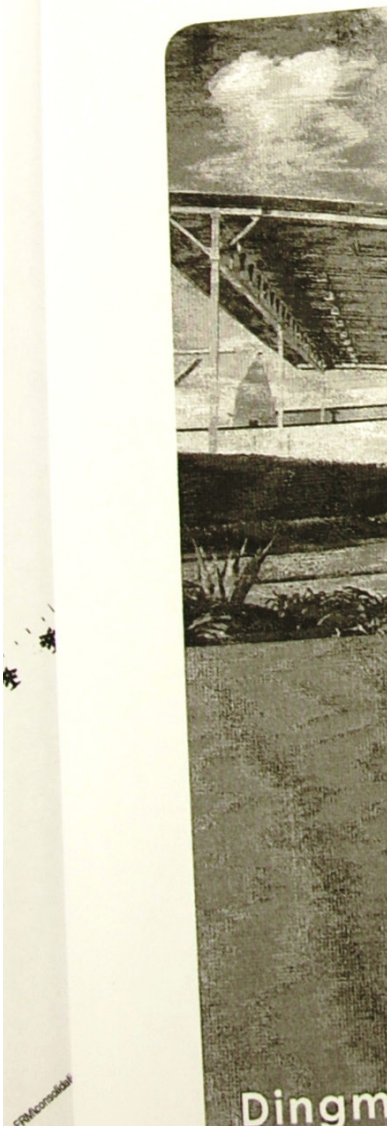
The above list is not exhaustive.

1579_ Nothing in this section will take away from specific requirements that are identified in the other policies of this Plan. As described in the Complete Application policies of this Plan, sufficient information must be submitted by the applicant to allow for these evaluation criteria to be applied.

COMPLETE APPLICATION AND PRE-APPLICATION CONSULTATION REQUIREMENTS

1580_ In order to ensure that all the relevant and required information pertaining to a planning and development application is available at the time of submission of the application, to enable City Council and its delegated approval authorities to make informed decisions within the prescribed period of time, and to ensure that the public and other stakeholders have access to all relevant information early in the planning process, any or all the following information may be requested from applicants who apply for amendments to The Official Plan, amendments to the Zoning By-law, site plan approval, consents to sever, and approvals of plans of subdivision, including condominiums. *(OPA 141)*





CITY OF LONDON

TREE PLANTING GUIDELINES

INTRODUCTION

Tree planting on the public right-of-way is a long term initiative. **What is done today can have a serious impact on street tree maintenance activities for years to come.** It is therefore imperative that tree planting be done with care and planning. Planning is critical to ensure that the final product is sustainable and aesthetically pleasing. Trees of similar shape but different species, if carefully selected, will provide the desired effect of tree arch over the street. The mix of species is essential to reduce the chances of insect epidemics, to guard against the spread of disease as trees are trimmed in efficient block treatments, to prevent widespread neighbourhood complaints and to eliminate extensive tree removal programs when single species plantings die (eg. Dutch elm disease on American elm, verticillium wilt on Norway Maples).

Designs should reflect patterns which show a use of random plantings of diversified species. Consideration should be given to adjacent lands where existing street trees may exist to ensure that continuous plantings are not created, in particular infill projects of limited frontage.

The City of London recognizes the difficulties in coordinating tree planting within the development process for new subdivisions. Trees are a living entity and, as such, cannot always be planted or inspected at convenient times. As well, difficulties with tree species availability, the seasonal nature of planting operations and administration make it more difficult to coordinate tree planting operations within the framework in place for assumption and end of warranty processes currently in place for new developments. The City of London, therefore, has instituted a 'cash-in-lieu' system whereby the developer will participate in providing a planting plan at time of assumption and the City will implement the tree planting.

1581_ In all instances the number and the scope of studies to be required for the submission of a complete application should be appropriate and in keeping with the scope and complexity of the application.

REPORTS AND STUDIES

1582_ City Council and its delegated approval authorities may require reports and studies as part of a comprehensive planning application package referred to as a complete application. The reports and studies are intended to provide information pertaining to a subject site and the areas adjacent to it. This is to assist Council and its delegated approval authorities in the evaluation of an application to ensure that it is consistent with the *Provincial Policy Statement* and in conformity with the policies of this Plan.

1583_ City Council and its delegated approval authorities may require that a person requesting an amendment to *The London Plan*, applying for an amendment to the *Zoning By-law*, applying for approval of a plan subdivision or condominium, or making an application for a consent to sever, provide any other information or material that Council or its delegated approval authorities consider they may need. Therefore, these broad categories of reports and studies are not intended to preclude Council and its delegated approval authorities from requiring additional reports and studies that may be identified during the planning process if circumstances necessitate the need for such information as part of the decision making process.

1584_ The Place Type or City Building policies of this Plan augment the following policies by providing more guidance on the information that may be required for planning and development applications, depending on their context.

1585_ The specific scoping of reports and studies to be submitted by an applicant will be identified at a Consultation Meeting.

> REPORTS/STUDIES TO ADDRESS PLANNING AND DESIGN MATTERS

1586_ The required reports/studies are to specifically address how the use, intensity and form of a proposal is in accordance with all applicable legislation, is consistent with the *Provincial Policy Statement* and is in conformity with the policies of this Plan.

1587_ A Planning and Design Report shall be required to address the Evaluation Criteria for Planning and Development Application policies in the Our Tools part of this Plan. Such reports will clearly articulate and address matters relating to the use, intensity and form of the proposal. *(OPA 21)*

1588_ Where applicable, the reports/studies will also address consistency with a secondary plan or guideline documents that have been adopted by City Council.

> REPORTS/STUDIES TO ADDRESS ENVIRONMENTAL AND NATURAL HERITAGE MATTERS

1589_ The submission of reports and studies related to environmental and natural heritage matters is to identify and assess the significance and boundaries of natural features and areas and their ecological functions consistent with the *Provincial Policy Statement* and in conformity with the policies of this Plan.

1590_ The Natural Heritage, Natural and Human-made Hazards, Natural Resources, Civic Infrastructure, Parks and Recreation, and Forest City chapters of this Plan provide more guidance.

> REPORTS/STUDIES TO ADDRESS TRANSPORTATION AND MOBILITY MATTERS

1591_ The submission of reports and studies related to transportation and mobility matters is to determine if a proposed development and/or change in land use can be accommodated by the mobility network, what changes to the mobility network, if any, are required to accommodate the proposed development and/or change in land use, and to ensure that any potential impacts on the surrounding land uses are mitigated, and demonstrate conformity with the policies of this Plan. This may include an analysis of mobility infrastructure for pedestrians, bicycles, transit users and automobiles.

1592_ The required report/studies must also identify whether, and if so, how, the proposed development and/or change in land use will be serviced by transit including an analysis of the implications for public transit. Where new mobility infrastructure and/or lands are required or an expansion of the existing mobility infrastructure is necessary to accommodate a proposed development and/or change in land use, the transportation reports/studies will demonstrate that the improved mobility infrastructure will be adequate to accommodate all modes of mobility in a safe and efficient manner and minimizes potential impacts on surrounding uses.

1593_ The Mobility chapter of this Plan provides more guidance.

> REPORTS/STUDIES TO ADDRESS SERVICING AND INFRASTRUCTURE MATTERS

1594_ The submission of reports and studies related to servicing and infrastructure matters is to ensure that a proposed development and/or change in land use can be supported by adequate municipal water, sanitary sewer, and stormwater management facilities, and must also demonstrate conformity with the policies of this Plan.

1595_ The required reports/studies are to demonstrate that the existing servicing infrastructure is sufficient to accommodate the proposed development and/or change in land use or that the lands can be reasonably serviced by the extension of existing infrastructure and to identify any new servicing infrastructure and lands that may be required external to the proposed site. Where new servicing infrastructure and/or lands are required or an expansion of the existing infrastructure is necessary, the servicing and infrastructure reports/studies must also identify how the requirements, if any, under the *Environmental Assessment Act* are to be addressed. The initiation of the Integration Provision of the *MEA Municipal Class Environmental Assessment* may also be required.

1596_ The Civic Infrastructure chapter of this Plan provides more guidance.

> REPORTS/STUDIES TO ADDRESS FINANCIAL MATTERS

1597_ The submission of reports and studies related to financial matters is to demonstrate that a proposed development and/or change in land use will not have an undesirable or unanticipated financial impact on the City of London.

1598_ The required reports/studies are to identify the short-term and long-term costs to the City of London for the provision of municipal infrastructure and services required to support a proposed development and/or change in land use and an estimate of anticipated revenues arising from a proposed development and/or change in land use. Whole life-cycle costs, level of service and risk for any City of London infrastructure should be considered.

1599_ The terms of reference for fiscal impact studies will be jointly determined by the City and the owner/applicant at the time of the request. The study will be prepared and may be peer reviewed at the owner/applicant's expense. Development applications or proposals that otherwise conform with the relevant policies of this Plan may be refused or deferred on the basis of financial impact and burden on the City, if suitable mitigation measures are not available.

1600_ The Growth Management/Growth Financing policies in the Our Tools part of this Plan provide more guidance.

> REPORTS/STUDIES TO ADDRESS CULTURAL HERITAGE MATTERS

1601_ The submission of reports and studies related to cultural heritage matters is to demonstrate that a proposed development and/or change in land use will have a positive impact on the city's public realm, and must demonstrate conformity with the policies of this Plan.

1602_ The required reports/studies are to demonstrate how a proposed development and/or change in land use may impact on adjacent cultural heritage resources through a heritage impact assessment, is sensitive to archaeological issues, is designed in a manner that enhances the local built form and/or natural environment, and is consistent with any heritage conservation district plan and approved urban design guidelines.

1603_ The Cultural Heritage and City Design chapters of this Plan provide more guidance.

> REPORTS/STUDIES TO ADDRESS NUISANCE AND HAZARD MATTERS

1604_ The submission of reports and studies related to nuisance and hazard matters is to demonstrate that residents or users of a proposed development and/or change in land use are buffered from nuisances related to noise, dust, odour, vibration, lighting and contamination/fill, and to reduce the potential for public cost or risk to future residents resulting from natural and human-made hazards. The reports/studies must also demonstrate conformity with this Plan.

1605_ The required reports/studies are to identify all of the potential nuisance issues and natural/human-made hazards, which may impact the proposed development and/or change in land use; identify the areas that are to be employed as a buffer between the nuisance issues and natural/human-made hazards and the proposed development and/or change in land use, and identify any other measures to be undertaken to mitigate the impacts associated with the nuisance issues and natural/human-made hazards from the proposed development and/or change in land use.

1606_ The Natural and Human-made Hazards chapter and the Noise, Vibration and Safety policies in the Our Tools part of this Plan provide more guidance.

> REPORTS/STUDIES TO ADDRESS AGRICULTURAL MATTERS

1607_ The submission of reports and studies related to agricultural matters is to identify and assess any agricultural features that may be affected by a proposed development and/or change in land use, including surface and subsurface features, and to ensure that any potential impacts resulting from a proposed development and/or change in land use on the surrounding agricultural features are mitigated. The reports/studies must also demonstrate conformity with the policies of this Plan.

1608_ The required reports/studies/agricultural impact assessments are to identify the agricultural features which may be affected by the proposed development and/or change in land use; identify the areas that are to be employed as a buffer between the proposed development and/or change in land use and adjacent agricultural features; demonstrate that the proposed development and/or change in land use will be accommodated in an efficient manner; and mitigate impacts to the greatest extent possible consistent with the *Provincial Policy Statement*.

1609_ The Rural London part of this Plan provides more guidance.

BIBLIOGRAPHY OF RESOURCES

1610_ All information and material that was provided to the municipality in support of an application must be listed in a Bibliography of Resources to clearly outline what information was made available to City Council prior to a decision being made.

RECORD OF PRE-APPLICATION CONSULTATION

1611_ City Council may, by by-law, require a Pre-application Consultation Meeting. The purpose of the Consultation Meeting is to allow the applicant to discuss with City Staff matters pertaining to the application. Through these discussions, City Staff will have the opportunity, in consultation with the applicant, to outline the information and materials that the applicant will be required to submit concurrently with the application. If a Pre-application Consultation Meeting occurs, it will be completed prior to the submission of an application. The specific reports/studies that are required to be submitted together with the application will be identified at the Consultation Meeting. *(OPA 21)*

APPLICATION INFORMATION REQUIREMENTS

1612_ In addition to the prescribed information required by the *Planning Act*, and the other information outlined in the Our Tools part of this Plan, additional information and materials may be required by the City to assist in understanding, evaluating and making recommendations on the application, and to ensure that sufficient information in an appropriate format can be made available to the commenting agencies and the public, and to City Council and its delegated approval authorities. Detailed information requirements will be set out in the relevant application forms.

CONCURRENT APPLICATION PROVISIONS

1613_ In addition to the prescribed information required by the *Planning Act* and the other information outlined in the Our Tools part of this Plan, the City may, through the Consultation Meeting, identify applications that are required to be submitted concurrently, to ensure that City Council and its delegated approval authorities can properly evaluate the applications and make consistent and appropriate decisions.

ELECTRONIC SUBMISSIONS

1614_ The submission of all information may be required in both electronic and hard copy format so that this information can be more easily made available for review to the public.

STRATEGY FOR CONSULTING WITH THE PUBLIC

1614A_ For any application for an official plan amendment or zoning by-law amendment, a proposed strategy for consulting with the public with respect to the application may be required as part of a complete application. *(OPA 21)*

PUBLIC ENGAGEMENT AND NOTICE

1615_ It is essential that Londoners be made aware of various planning proposals and be given the opportunity to express their views on these matters. This part of the Plan focuses on the process for public participation for applications made under the *Planning Act*, as well as the City Council adopted policies on community engagement to ensure a meaningful two-way dialogue and participation in forming decisions that affect the various stakeholders and the community.

1616_ Consistent with the values in this Plan, the community engagement process will be transparent, accessible, responsive, inclusive and empowering. It is intended that the process will be based on realistic expectations, mutual respect, and trust.

ENGAGEMENT TECHNIQUES

1617_ The municipality may utilize a variety of engagement techniques, including:

1. Public meetings of Committees of City Council through statutory public meetings.

2. Non-statutory community information meetings for the purpose of informing the public and receiving their input.
3. Open houses.
4. Workshops.
5. Internet-based tools and social media.
6. Land use change signage posted on-site.
7. Verbal and written submissions to staff.
8. Task forces.
9. Direct consultation with various groups and individuals.
10. Collaboration with other groups and agencies to reach out to engage citizens.

1618_ Provisions for public engagement will be appropriate for the intended audience and to the nature and scope of the planning matter being addressed, including physical meeting venues and the use of information technology.

> PUBLIC MEETINGS AND NOTICES

1619_ Consistent with the Planning Act, the public meeting and notice procedures that will be followed for applications to adopt or amend an official plan, zoning by-law, or community improvement plan are as follows. Vacant land condominiums and common elements condominiums will require a public meeting and notice procedures if a Planning Act process and public meeting has not been completed prior to the condominium application. Notice procedures for other types of applications are addressed elsewhere in this Plan. *(OPA 80)*

> STATUTORY PUBLIC MEETING(S)

1620_ A Committee of City Council will hold one or more public meeting(s) at which time the applicant and any member of the public may express their views on a planning proposal(s).

1621_ In addition to the statutory public meeting(s) noted above, if a comprehensive review of the Plan is being undertaken, or the Plan is being amended in relation to a community planning permit system, City Council will ensure that at least one open house is held for the purpose of giving the public an opportunity to review and ask questions on the required information and material. If required, an open house will be held no later than seven days prior to the date of the initial public meeting.

> TIMING OF NOTICES

1622_ Within 15 days after an affirmative notice of acceptance of a complete application is provided for applications made under the *Planning Act* requiring public notice, the City will provide a Notice of Application to the persons and public bodies prescribed under the *Planning Act,* and make the required information and material available to the public.

1623_ In the case of an amendment to *The London Plan*, or the adoption or amendment of a community improvement plan or zoning by-law, Notice of Public Meeting will be given a minimum of ten days prior to the date of the public meeting. For the approval or revision of a plan of subdivision, or a vacant land or common elements condominium, Notice of Public Meeting will be given a minimum of 14 days prior to the date of the public meeting.

> METHOD OF NOTICE

1624_ Notice of Application and Notice of Public Meeting will be given in the following manner: *(OPA 141)*

1. Publication on the City of London website; and, *(OPA 141)*
2. For site-specific "planning and development applications," Notice of Application will be given by signage on or near the site of the application providing brief details of the application and where more information can be obtained; *(OPA 141)*
3. Mail or email, to the best of the ability of the municipality, in accordance with the following: *(OPA 141)*
    a. The public bodies and agencies as prescribed by the Province, including Indigenous nations. *(OPA 141)*
    b. Every person and agency that has given the City Clerk a written request for such notice. *(OPA 141)*
    c. The relevant neighbourhood association, where one exists and is known to the City. *(OPA 141)*

d. For site-specific "planning and development applications", every owner of land within the affected site and/or area to which the proposal applies, as shown on the last revised assessment roll. *(OPA 141)*

e. For site specific "planning and development applications", every owner of land within the required distance of the area to which the proposal applies, consistent with regulations under the Planning Act, as shown on the last revised assessment roll. *(OPA 141)*

f. For site specific "planning and development applications, the applicant. *(OPA 141)*

1625_ City initiated official plan and zoning by-law amendments which are extensive in scale, affecting many properties, are exempt from policies requiring any notification to individual landowners, if deemed to result in an excessively large circulation area. *(OPA 141)*

1626_ Where a member of the public or a public body or agency has requested that notice be provided by email and has provided an email address, email Notice of Application and Notice of Public Meeting may be given in place of mail.

> DISCRETIONARY NOTICES OF APPLICATION AND PUBLIC MEETING

1627_ At the discretion of the City Planner or the Chief Building Official, the 120 metre circulation radius may be expanded to notify additional owners of land in situations where the circulation radius of a particular application exhibits one or more of the following characteristics:

1. A parcel of land subject to a planning application is surrounded by a limited number of large parcels that effectively comprise the entire circulation area (e.g. Institutional, Green Space, Industrial, Farmland).

2. A significant population is located just beyond the 120 metre circulation distance.

3. The 120 metre radius captures just a small number of properties that would receive notice.

4. Only a small number of parcels within a neighbourhood have not received notice and expanding the notification would complete the neighbourhood circulation.

5. To address any other irregularities that occur due to the use of a 120 metre circulation radius. *(OPA 78)*

1628_ It should be noted that in circumstances where the City Planner or Chief Building Official exercise their discretion to expand the 120 metre radius, the use of this discretion will not result in:

1. An excessively large circulation area.

2. An excessively large number of properties being notified creating undue cost implications.

3. Notification to properties that are not reasonably associated with the subject property.

> NOTIFICATION TO NON-OWNER OCCUPIED DWELLINGS

1629_ Where Staff are aware of non-owner occupied dwellings located within the circulation radius, efforts may be made to request that the owners of land notify their tenant(s) and/or post the notice in prominent location(s) within the building such as in common areas, front lobby, laundry area, and mail room.

NEIGHBOURING MUNICIPALITIES AND FIRST NATIONS COMMUNITIES

1630_ City Council will engage and consult with Middlesex County, neighbouring municipalities and First Nations on matters of mutual interest and concern, and specifically work with neighbouring municipalities and/or First Nations on development proposals or matters which could affect the City and neighbouring municipalities and/or First Nations.

1631_ The appropriate First Nations shall be provided notification in regard to the identification of burial sites and significant archaeological resources relating to the activities of their ancestors, such as the importance of the Forks of the Thames. If the City of London initiates the preparation of an *Archaeological Management Plan*, the appropriate First Nations shall be notified and invited to participate in the process.

FOREGO PUBLIC NOTIFICATION FOR MINOR TECHNICAL CHANGES TO AN AMENDMENT

1632_ City Council may forego public notification and public meeting(s) and may adopt changes in instances to correct a minor technical error or omission contained in an amendment which has undergone full public review; to change punctuation or format, alter language, or correct clerical, grammatical, or typographical errors; and to insert footnotes or similar annotations to indicate the origin and approval of each provision.

ADVISORY COMMITTEES

1633_ City Council may establish advisory committees relating to specific subject matter, for the purpose of receiving advice. Such advice may be provided in association with planning and development applications and other planning matters to assist staff in formulating recommendations and Council in making well-informed decisions. Terms of reference will be established for each advisory committee, identifying how committees will be notified, how they will be integrated into the planning process, and how they will provide their advice to Council.

DELEGATED AUTHORITY AND ALTERNATIVE ENGAGEMENT TECHNIQUES FOR MINOR AMENDMENTS

1633A_ City Council may delegate approval authority for minor amendments to the Zoning By-law. Such minor zoning by-law amendments are:

1. Removing a holding symbol where the requirements of the holding provision have been met.
2. Correcting of minor errors and omissions to the zoning by-law.
3. Housekeeping updates to reflect changes including but not limited to job titles, City departments, external agencies and organizations, or other policy documents, by-laws, and legislation. *(OPA 65)*

1633B_ A public meeting is not required for a minor zoning by-law amendment application described above unless concerns have been identified by written submission received during the commenting period identified in the Notice of Application. *(OPA 65)*

1633C_ A public meeting is not required for minor amendments to this Plan unless concerns have been identified by written submission received during the commenting period identified in the Notice of Application. Such minor official plan amendments are:

1. Correcting minor errors and omissions..
2. Housekeeping updates to reflect changes including but not limited to job titles, City departments, external agencies and organizations, or other policy documents, by-laws, and legislation. *(OPA 65)*

PLANNING AND DEVELOPMENT CONTROLS

1634_ The *Planning Act* identifies a number of tools that can be used by a municipality that control the use and development of land. These Planning and Development Controls will be utilized to achieve the vision, values, key directions, and policies of this Plan.

ZONING BY-LAW

1635_ In accordance with the *Planning Act*, the *Zoning By-law* may be used:

1. For prohibiting the use of land, for or except for, such purposes as may be set out in the by-law.
2. For prohibiting the erecting, locating, or using of buildings or structures for, or except for, such purposes as may be set out in the by-law.
3. For prohibiting the erection of any class or classes of buildings or structures on land that is subject to flooding or on land with steep slopes, or that is rocky, low-lying, marshy, unstable, hazardous, subject to erosion or to natural or artificial perils.
4. For prohibiting any use of land and the erecting, locating or use of any class or classes of buildings or structures within any defined area or areas:
    a. That is a significant wildlife habitat, wetland, woodland, ravine, valley, or area of natural and scientific interest.
    b. That is a significant corridor or shoreline of a lake, river, or stream.
    c. That is a significant natural corridor, feature, or area.
5. For prohibiting any use of land and the erecting, locating or using of any class or classes of buildings or structures on land:
    a. That is contaminated.
    b. That contains a sensitive groundwater feature or a sensitive surface water feature.
    c. That is within an area identified as a vulnerable area in a drinking water *Source Protection Plan* that has taken effect under the *Clean Water Act*, 2006.
6. For prohibiting any use of land and the erecting, locating or using of any class or classes of buildings or structures on land that is the site of a significant archaeological resource.
7. For regulating the type of construction and the height, bulk, location, size, floor area, spacing, character and use of buildings or structures to be erected, and the minimum frontage and depth of the parcel of land and the proportion of the area thereof that any building or structure may occupy.
8. For regulating the minimum elevation of doors, windows or other openings in buildings or structures or in any class or classes of buildings or structures to be erected.
9. For requiring the owners or occupants of buildings or structures to be erected or used for a purpose named in the by-law to provide and maintain loading or parking facilities.
10. For regulating the minimum area of the parcel of land and to regulate the minimum and maximum density and the minimum and maximum height of development.
11. To prohibit the use of land or the erection or use of buildings or structures unless such municipal services as may be set out in the by-law are available to service the land, buildings, or structures.

1636_ City Council may initiate amendments to the *Zoning By-law* where:

1. It is determined that the assumptions and conditions on which the regulations were based have changed to the extent that the regulations are no longer appropriate.
2. Existing regulations need to be refined as a result of further study.
3. A secondary plan has been completed and changes to the *Zoning By-law* are required to implement the new secondary plan.
4. Amendments are necessary to implement changes to provincial legislation and statutes, including the *Provincial Policy Statement*.
5. Amendments are necessary to implement the results of a comprehensive review to the Plan, in accordance with the provisions of the *Planning Act*.

1637_ City Council may also consider applications for amendments to the *Zoning By-law* from a person or public body, consistent with the provisions of the *Planning Act*.

ZONING TO THE MAXIMUM HEIGHT *(OPA 124)*

1638_ The framework of permitted building heights is summarized on Table 8 at the beginning of the Urban Place Type policies. Zoning on individual sites may limit building heights below the maximum listed in the applicable Place Type. An application to increase the maximum height in the Zoning by-law will be reviewed on a site-specific basis. Applications for heights exceeding the maximum of the applicable Place Type will require an amendment to this Plan and the addition of a new specific area policy. *(OPA 124)*

1639_ *Policy Deleted (OPA 124)*

1640_ In order to provide certainty and to ensure that the features required to mitigate the impacts of the additional height and densities are provided, a site-specific zoning by-law amendment will ensure that measures will be implemented to mitigate any impacts of additional height or density. *(OPA 124)*

1641_ Applications to increase the maximum building height may be permitted where the resulting intensity and form of the proposed development represents good planning within its context. *(OPA 124)*

1642_ *Policy Deleted*

1643_ *Policy Deleted*

1644_ *Policy Deleted*

1645_ *Policy Deleted*

1646_ *Policy Deleted*

1647_ *Policy Deleted*

1648_ *Policy Deleted*

1649_ *Policy Deleted*

1650_ *Policy Deleted*

1651_ *Policy Deleted*

1652_ *Policy Deleted*

1653_ *Policy Deleted*

1654_ *Policy Deleted*

1655_ *Policy Deleted*

HOLDING PROVISION BY-LAW

1656_ The *Zoning By-law* may contain holding provisions that specify the use(s) of land, buildings or structures that will be permitted when the holding symbol is removed consistent with the *Planning Act*. Until such time as the holding provision is removed, these uses will not be permitted.

1657_ Holding provisions may be used to ensure that the goals, objectives, and policies of this Plan are met prior to the holding symbol being removed. Holding provisions may be used to address requirements relating to such matters as civic infrastructure; environmental or flood protection measures; noise, vibration, or odor mitigation; built form requirements; public site plan processes and other such matters relating to the goals, objectives, and policies of this Plan.

1658_ *The Zoning By-law* will be amended by application to remove the holding symbol when City Council or its delegated approval authority determines that the requirements relating to the appropriate purpose as set out in the by-law have been met. *(OPA 65)*

1659_ Such requirements may include, but are not limited to, the satisfying of certain financial and servicing requirements of the municipality, and the signing of site plan or subdivision agreements, or any other necessary agreements under the provisions of the *Planning Act*.

1660_ The Public Meetings and Notices policies of the Our Tools part of this Plan will not apply to the removal of the holding symbol. A notice of City Council's intent to remove the holding symbol will be given in accordance with the requirements of the *Planning Act* and associated regulations.

1661_ Interim uses permitted in a holding zone may be limited to existing uses that will be compatible with the ultimate use of the land, and certain other uses that may also be compatible.

MINOR VARIANCE

1662_ The Committee of Adjustment, when dealing with an application for minor variance, will be satisfied that the general intent and purpose of this Plan and the *Zoning By-law* would be maintained, and that the variance would be minor in nature and desirable for the appropriate development or use of the land, building, or structure.

> CRITERIA FOR REVIEWING APPLICATIONS

1663_ When reviewing an application for minor variance, the Committee of Adjustment will also consider the relevant policies of this Plan and all of the following criteria:

1. That compliance with the provisions of the *Zoning By-law* would be unreasonable and would impose an undue hardship on the applicant.
2. That the application deals with circumstances not common to the area and would not create a precedent for similar requests from other property owners.
3. That the variance would not cause substantial detriment, hazard, or annoyance that would detract from the character or amenity of nearby properties, and would not adversely affect the traffic and parking conditions in the area.
4. That a variance adding a new use which is not substantially the same by definition, character, or operation as the permitted uses, should not be allowed.
5. That a variance to extend a permitted use into an adjoining zone should allow only the minimum extension necessary to provide for the reasonable and practical use of the property, and should not hinder the reasonable development and/or use of properties in the adjacent zone.

> CONDITIONS OF APPROVAL

1664_ The Committee of Adjustment may attach such conditions as it deems appropriate to the approval of an application for minor variance. Conditions imposed by the Committee of Adjustment may include a requirement that the property owner enter into one or more agreements with the City dealing with some or all of the terms and conditions if the requirement is set out in the decision. Such agreement(s) may be registered against the land to which it applies and the City is entitled to enforce the agreement against the owner and, subject to the *Registry Act* and the *Land Titles Act*, against any and all subsequent owners of the land.

NON-CONFORMING USES

1665_ The use of lands, buildings, or structures that do not comply with the *Zoning By-law*, but were lawfully used for such purpose prior to the approval of the *Zoning By-law*, and continue to be used for such a purpose, shall be recognized as non-conforming uses in accordance with the *Planning Act*. If such non-conforming uses cease, then the rights derived from such uses shall terminate.

1666_ Consistent with the provisions of the *Planning Act*, a proposal to allow for the expansion or enlargement of a non-conforming use, or to allow a change in a non-conforming use, may be permitted by way of an application to the Committee of Adjustment. It is the intention and expectation that non-conforming uses, buildings, or structures shall eventually cease, and be replaced by uses, buildings, or structures that conform to the intent of this Plan and comply with the *Zoning By-law*.

1667_ In special circumstances, it may be appropriate to consider the change, extension or enlargement in the use of any land, building, or structure of the non-conforming use, provided that all of the following criteria are met:

1. Such land, building, or structure continues to be used in the same manner and for the same purpose as it was used on the day the *Zoning By-law* was approved.
2. The use is similar to the purpose for which it is used or more compatible with the uses permitted by the *Zoning By-law* on the day the by-law was passed.
3. Permission for the extension, enlargement or change in the non-conforming use is in keeping with the general intent of the Official Plan and does not unduly aggravate the situation created by the existence of the use, including the requirements of the *Zoning By-law* applying to the area.

4. That the long-term continuation of the use would be appropriate.

5. There will be no expansion of the site or building beyond the limits of the land owned and used on the day the *Zoning By-law* was passed.

6. The expansion is minor in relation to the existing buildings and development on the site, and is in appropriate proportion to the size of the non-conforming use.

7. The characteristics of the existing non-conforming use and the proposed extension or enlargement will not contribute to air, noise or water pollution, and will not result in nuisances such as vibration, fumes, smoke, dust, odour, lighting or traffic.

8. That the proposed extension, enlargement or change in use will not interfere with desirable development, in adjacent areas, in conformity with the Official Plan and *Zoning By-law*.

9. The use does not involve hazardous activities or substances that threaten the safety of the surrounding area.

10. Neighbouring uses can be adequately protected by the provision of landscaping, buffering or screening, appropriate setbacks for buildings and structures, and devices and measures for reducing nuisances.

11. That the extension, enlargement or change in use would provide for measures that will reduce nuisances, protect adjacent properties, and improve the compatibility of the use with the surrounding area.

12. Traffic and parking conditions in the area will not be adversely affected and appropriate design of exits and entrances to the site can be provided.

13. Adequate parking and loading facilities are provided to accommodate the proposed use.

14. Adequate civic infrastructure is available.

1668_ Where the extension or enlargement of any land, building or structure used for any purposes prohibited by the *Zoning By-law* is permitted subject to the requirements above, such an approval may also be subject to site plan control.

1669_ Certain non-conforming uses, particularly industrial or intensive commercial uses in residential areas that detract from the character and quality of a complete neighbourhood, will be encouraged to relocate or redevelop so that the subject land may be used in conformity with the policies of this Plan and the provisions of the *Zoning By-law*. Special attention will be given to the re-establishment of the use in a different location where it is able to exist under improved conditions, and in conformity with the policies of this Plan.

1670_ The City may consider the feasibility and desirability of acquiring a non-conforming property and holding, selling, leasing, or redeveloping the property in conformity with the policies of this Plan and sound financial management. The City may also consider an exchange of other City-owned lands.

TEMPORARY USE PROVISIONS

1671_ Provided the general intent and purpose of this Plan are maintained, City Council may pass by-laws to authorize the temporary use of land, buildings, or structures for a purpose that is otherwise prohibited by this Plan, for renewable periods not exceeding three years, in accordance with the provisions of the *Planning Act*.

1672_ In enacting a temporary use by-law, City Council will have regard for the following matters:

1. Compatibility of the proposed use with surrounding land uses.

2. Any requirement for temporary buildings or structures in association with the proposed use.

3. Any requirement for temporary connection to municipal services and utilities.

4. The potential impact of the proposed use on mobility facilities and traffic in the immediate area.

5. Access requirements for the proposed use.

6. Parking required for the proposed use, and the ability to provide adequate parking on-site.

7. The potential long-term use of the temporary use.

8. In the case of temporary commercial surface parking lots in the Downtown, the impact on the pedestrian environment in the Downtown.

9. The degree to which the temporary use may be frustrating the viability of the intended long-term use of the lands.

1673_ It is not intended that temporary uses will be permitted on a long-term basis and they will not be permitted where they may interfere with the long-term planning for a site. Permanent structures for temporary uses will not be permitted. Severances to support temporary uses may not be permitted where they may negatively impact long-term planning.

1673A_ For lands within the Downtown Place Type, the following criteria will be used to evaluate both applications for temporary zoning to permit surface commercial parking lots and applications for extensions to temporary zoning to permit surface commercial parking lots, in the Downtown:

1. The demonstrated need for surface parking in the area surrounding the subject site. Utilization rates for sub-areas of the Downtown may be used to evaluate this need.

2. The importance of any pedestrian streetscapes that are impacted by the surface commercial parking lot and the degree to which these streetscapes are impacted.

3. The size of the parking lot, recognizing a goal of avoiding the underutilization of Downtown lands.

4. The length of time that the surface commercial parking lot has been in place, recognizing it is not intended that temporary uses will be permitted on a long-term basis.

5. Applicable guideline documents may be used to provide further, more detailed, guidance in applying these policies.

6. Site plan approval will be required for all temporary surface commercial parking lots in the Downtown.

7. Where Council does not wish to extend the temporary zoning for a surface commercial parking lot a short-term extension of the temporary zone may be permitted for the purpose of allowing users of the lot to find alternative parking arrangements. *(OPA 21)*

SITE PLAN CONTROL

1674_ City Council will adopt a by-law to designate the entire area within the corporate limits of the City of London as a Site Plan Control Area. All types of development or redevelopment will be subject to Site Plan Control. Exemptions may be identified within the *Site Plan Control By-law*.

1675_ City Council may establish differentiated processes for site plan applications based on their complexity and scope.

> DEVELOPMENT OR REDEVELOPMENT

1676_ For the purposes of this Plan, development or redevelopment means the construction, erection, or placing of one or more buildings or structures on land, or the making of an addition or alteration to a building or structure that has the effect of substantially increasing its size or usability thereof, or the laying out and establishment of a commercial parking lot.

1677_ Without limiting the generality of the above policy, if any of the following conditions exist as the result of development or redevelopment, it will be considered a substantial increase in the usability of a building through alteration, and will be subject to site plan control:

1. Altering a building for a use or purpose that has a substantively higher parking requirement than that which applied to the previous use of the building before it was altered.

2. Altering a building for a use or purpose that will lead to substantively higher traffic generation during all or a specific portion of the day or night.

3. Altering a building to house a greater number of residential units.

4. Altering all or a portion of a building for residential use, from a non-residential use, such that the residential use is likely to cause a substantive increase in traffic or likely to impose a greater planning impact.

5. Altering all or a portion of a building for non-residential use or purpose, from a residential use, such that the new use or purpose is likely to cause a substantive increase in traffic or likely to impose a greater planning impact.

6. Altering a building, including by demolition or otherwise, such that the existing site layout must be substantively altered to accommodate new or modified vehicular or pedestrian access points, new or expanded parking areas for automobiles or bicycles, new loading facilities, or increased lighting.

> REQUIREMENTS

1678_ No person shall undertake any development that is subject to site plan control unless City Council, or its delegated site plan approval authority, has approved a site plan including the following:

1. Plans showing the location of all buildings and structures to be erected and showing the location of all site servicing, facilities and works to be provided in conjunction therewith, including facilities designed to have regard for accessibility for persons with disabilities.

2. Drawings showing plan, elevation and cross-section views for each building to be erected which drawings are sufficient to display:

    a. The massing and design of the proposed building.

    b. The relationship of the proposed building to adjacent buildings, streets, and exterior areas to which members of the public have access.

    c. The provision of interior walkways, stairs, elevators, and escalators to which members of the public have access from streets, open spaces, and interior walkways in adjacent buildings.

    d. Matters relating to exterior design, including without limitation the character, scale, appearance and design features of buildings, and their sustainable design, but only to the extent that it is a matter of exterior design.

    e. The sustainable design elements on any adjoining street, including without limitation trees, shrubs, hedges, plantings or other ground cover, permeable paving materials, street furniture, curb ramps, waste and recycling containers and bicycle parking facilities.

    f. Trees to be retained and planted.

    g. Facilities designed to have regard for accessibility for persons with disabilities.

1679_ Pursuant to the *Planning Act*, the *Site Plan Control By-law* will contain provisions relating to the requirements identified above.

> OBJECTIVES OF SITE PLAN CONTROL

1680_ The intent of site plan control is to improve the efficiency of land use and servicing and to encourage more attractive, sustainable, and compatible forms of development by providing for development which:

1. Implements the City Building and Place Type policies of this Plan.

2. Is in accordance with the provincial interest of promoting a built form that is well designed, encourages a sense of place and provides for public spaces that are of high quality, safe, accessible, attractive, and vibrant.

3. Implements the City Design policies of this Plan.

4. Is properly serviced by municipal infrastructure.

5. Is functionally integrated with adjacent development to provide for compatibility of design and to minimize impacts on adjacent properties.

6. Has sites large enough to accommodate the required services and facilities.

7. Provides for the orderly and safe movement of traffic into and out of private properties with minimum interference to vehicular and pedestrian traffic.

8. Provides for adequate and accessible parking and loading facilities, and orderly circulation within parking areas.

9. Promotes safe and convenient pedestrian circulation and incorporates accessibility design standards.

10. Provides sufficient illumination for pedestrian security and safety, and for the enhancement of external building design and landscaped open space.

11. Improves the aesthetics of the site, by providing for open space, screening, landscaping, and the retention of natural features.

12. Contributes to the function of the site by incorporating, where appropriate, shared access and parking for adjacent properties, and measures to assist in the reduction of stormwater runoff.

13. Ensures appropriate measures are undertaken to avoid negative impacts on significant natural features and areas.

14. Addresses issues relating to emergency services response for a site, including such matters as emergency response radio systems, underground structures' capacity to accommodate the weight of emergency response vehicles, and emergency vehicle access.

> MATTERS ADDRESSED BY SITE PLAN CONTROL

1681_ To achieve these objectives, matters such as those that follow will be addressed through site plan control:

1. Location, massing, and conceptual design of buildings and structures.

2. Location and design of vehicular and pedestrian access points.

3. Location and design of off-street parking and loading facilities.

4. Facilities for on-site pedestrian and vehicular circulation.

5. Street widenings as required by this Plan.

6. Location and design of on-site exterior lighting, landscaping, buffering, fencing, outdoor storage, and garbage disposal facilities.

7. Measures to minimize any loss of sunlight and privacy to adjacent properties.

8. Location and design of outdoor recreational areas.

9. Location of external facilities and works.

10. Easements over, and grading of lands.

11. Provisions for stormwater management and drainage.

12. Wastewater and water servicing.

13. Facilities designed to have regard for accessibility for persons with disabilities.

14. Matters relating to exterior design including elements pertaining to character, scale, appearance, materials, and design features of buildings and sites and their sustainable design.

15. The sustainable design elements on any adjoining street under the City's jurisdiction, including trees, shrubs, hedges, plantings or other ground cover, permeable paving materials, street furniture, curb ramps, waste and recycling containers, and bicycle parking facilities.

16. The location and type of all trees to be retained and planted.

17. Provision for the City to enter into one or more agreements with applicants, to ensure that development proceeds in accordance with these matters.

> PUBLIC SITE PLAN PROCESS

1682_ To assist in encouraging the integration of new development with adjacent land uses, City Council may require public notification and a public site plan meeting in connection with any project that Council may deem to require public involvement in the assessment of a site plan.

1683_ *Policy deleted (OPA 78) (OPA 80)*

SCOPED SITE PLAN PROCESS

1683A_ Where permitted by the policies of this Plan, a scoped site plan process may be applied as follows:

1. The full range of submissions required for the standard site plan approval process will not be required. Rather, the following submissions will be required:

a. A Planning and Design Report, scoped to address relevant design issues.

b. Site plan and building elevation drawings.

c. Where appropriate, a grading certificate and a water service and sewer/drainage connections plan.

2. Upon review and approval, the site plan and building elevation drawings will be stamped as approved and constitute applicable law. No development agreement or security will be required unless there is a specific reason for such requirement. *(OPA 47)*

1683B_ Applications for building permits will be reviewed for compliance based on the stamped site plan and building elevation drawings, prior to issuance of any building permit. Any future variation from the approved site plan and building elevations shall require a site plan approval amendment application. *(OPA 47)*

COMMUNITY PLANNING PERMIT SYSTEM

1684_ To implement the policies of this Plan, City Council may establish a community planning permit system that applies to the entire city, or a portion thereof. An amendment to this Plan will be made to implement any such community planning permit system, and will describe:

1. Proposed community planning permit system area(s).

2. Scope of authority that may be delegated.

3. The City's goals, objectives and policies for using the community planning permit system.

4. Types of conditions that may be included in the community planning permit by-law.

5. Types of criteria that may be included in the community planning permit by-law by which applications would be evaluated.

6. Additional information requirements to be included in an application, over and above those requirements identified in Schedule 1 of the *Planning Act*'s Regulation.

7. Exemption of any class of development or use of land from the requirements in Schedule 1 of the *Planning Act*'s Regulation.

8. Policies relating to the facilities, services, and matters which may be requested in exchange for the height or density which is permitted, or for increases in these heights or densities.

SUBDIVISION OF LAND

1685_ The *Planning Act* identifies a number of tools that can be used by a municipality to control the subdivision of land.

PLANS OF SUBDIVISION

1686_ Proposed plans of subdivision will be evaluated for their conformity with the *Planning Act,* applicable provincial legislation and guidelines, and the policies of this Plan. As delegated by the Province, City Council of the City of London will be the approval authority for the approval of subdivisions which, in turn, may be delegated by Council to a person or body.

1687_ Plans of subdivision are included in the definition of "planning and development applications" and will be subject to the policies of this Plan that apply to such applications.

1688_ Proposed plans of subdivision will be evaluated based on all of the relevant policies and guideline documents of The London Plan, including:

1. Our Strategy.

2. Our City.

3. City Building policies.

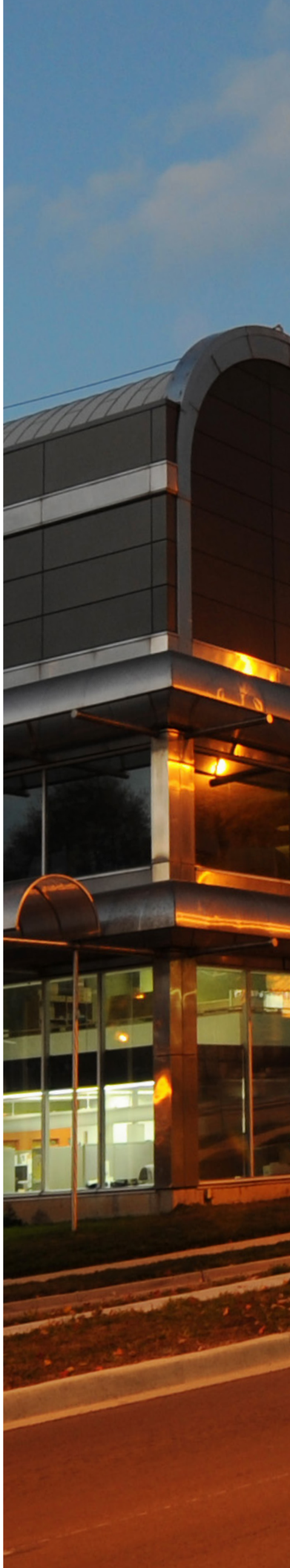
4. The policies of the place type in which the proposed subdivision is located.

5. The Our Tools policies.

6. Relevant secondary plans and specific policies.

7. Relevant guideline documents.

1689_ The approval authority may require, as a condition of draft plan approval, that the property owner satisfy certain conditions prior to final approval and registration of the plan of subdivision, as in the opinion of the approval authority are reasonable, having regard to the nature of the development proposed for the subdivision. In granting a subdivision, the



approval authority may attach conditions, as authorized under the provisions of the *Planning Act*, relating to the dedication of public amenities such as:

1. Parkland or cash in-lieu-of such dedication.
2. Streets, street widenings and one foot reserves as may be required by the City. A street includes the entire right-of-way and may contain, in addition to the roadway, sidewalks, bicycle lanes, bicycle and pedestrian pathways and public transit rights of way.
3. Pedestrian pathways, bicycle pathways and public transit rights-of-way, as the approval authority considers necessary.
4. Land for commuter parking lots, transit stations and related infrastructure for the use of the general public using highways, as the approval authority considers necessary.
5. Municipal or other services required as the approval authority considers necessary.

1690_ The property owner may be required to meet these conditions of draft approval within a specified time period, failing which, draft plan approval may lapse. To provide for the fulfillment of these conditions and for the installation of services according to municipal standards, the approval authority will require the property owner to enter into a subdivision agreement prior to final approval of the plan of subdivision.

1691_ The approval authority may require the property owner to demonstrate how remnant parcels of land will be designed to be integrated with the proposed draft plan of subdivision, served with services and accessed through the subdivision street network, and/or integrated into internal laneways.

1692_ In accordance with provisions of the 1983 *Planning Act*, for plans which were approved under the regulations of that Act, and where the approval authority has been delegated by the Minister to the City of London, the approval authority may, at its discretion, carry out a review of the conditions of draft approval and make amendments to the conditions in order to reflect the requirements of the current *Provincial Policy Statement*, and policies in *The London Plan*. The review of these draft plans will occur on a regular basis at the discretion of the approval authority. Public notification will be given of any proposed changes to the draft plan or conditions in accordance with the current *Planning Act* and current City practices. The approval authority may also, at its discretion, withdraw draft approval of the plan in accordance with the regulations of the 1983 *Planning Act*. Draft Plan approval will be extended only where the plan of subdivision conforms with the current policies of *The London Plan* and all current legislation and the *Provincial Policy Statement*.

1693_ In accordance with the *Planning Act*, draft plan approval will only be extended where the plan of subdivision conforms with the current policies of *The London Plan*, all current legislation, and is consistent with the *Provincial Policy Statement*.

1694_ In accordance with the *Planning Act*, City Council may pass by-laws to exempt all, or parts of, registered plans of subdivision from part-lot control. Such exemption will eliminate the need for further subdivisions or consents to convey portions of lots within the registered plan of subdivision. Exemption from part-lot control will not be supported for the creation of a private street which serves freehold lots.

1695_ City Council may, by by-law, deem any part of a plan of subdivision not to be a registered plan of subdivision, subject to the provisions of the *Planning Act*.

CONSENT TO SEVER LANDS

1696_ In accordance with the provisions of the *Planning Act*, City Council may delegate the authority to give consents to a body such as the Committee of Adjustment or to an officer of the municipality. The Consent Authority deals with applications, under the subdivision and part-lot control provisions of the *Planning Act*, for consent to the severance of the ownership or rights in use of land by sale and purchase or by mortgage, lease, or other form of agreement for a period of twenty-one years or more.

1697_ When dealing with an application for consent under the subdivision or part-lot control provisions of the *Planning Act*, the Consent Authority will be satisfied that a plan of subdivision is not necessary for the proper and orderly development of the land.

1698_ Where the proposed lot(s) and/or the use for the proposed lot(s) do not conform to the *Zoning By-law*, a provisional consent decision may be given subject to a condition that the applicant apply for a zoning by-law amendment or minor variance relating to the proposed consent to sever and that the decision on the zoning by-law amendment or minor variance application is in full force and effect.

> CONSENT CRITERIA

1699_ When reviewing an application for consent to create a lot(s), the Consent Authority will consider all the policies of *The London Plan* and the following criteria:

1. That any lot(s) to be created would conform to the policies of this Plan, the *Zoning By-law*, and any applicable area study or guideline document.
2. That the matters which, according to the *Planning Act*, are to be regarded in the review of a draft plan of subdivision have been taken into account.
3. That the size and shape of any lot(s) to be created would be appropriate for the intended use, and would generally conform with the intent of the policies of this Plan and the *Zoning By-law* as they pertain to the subject area.
4. That the size and shape of any lot(s) to be created is compatible with adjacent development and conforms to any development agreements registered against the title of the subject land.
5. That the creation of any lot(s) would have the effect of infilling an existing developed area where the pattern of land use has been established, and would not have the effect of extending a developed area.
6. That the proposed lot(s) would front on, or have access to, an existing public street and would not involve the opening or extension of a public street.
7. That the proposed lot(s) would not unduly reduce the accessibility of abutting lands suitable for development.
8. That access to the proposed lot(s) would not create traffic problems or hazards and that policies of this Plan regarding street access would be complied with.
9. That adequate municipal services and utilities would be available.
10. That any health and safety matters relating to the *Building Code* are adequately addressed.
11. For a consent application pertaining to lands within the Farmland or Future Growth Place Types, that the lot to be created would conform to the Farmland policies of this Plan.
12. For a consent application pertaining to natural features located on lands within a Green Space or Environmental Review Place Type the potential impacts resulting from fragmentation of natural features corridors and linkages will be taken into consideration.
13. That potential impacts on components of the Natural Heritage System will be addressed in conformity with the policies of this Plan.

1700_ Where individual on-site wastewater treatment systems are proposed, the Consent Authority will also consider all of the following criteria:

1. The Civic Infrastructure policies of this Plan.
2. The proposed development is consistent with the surrounding area in terms of pattern and size.
3. The proposed development does not represent an extension to an area for existing development on individual services.
4. The proposed development would not create a precedent for future similar applications on adjacent or nearby lots.

> CONSENT CRITERIA FOR FREE-HOLD LOTS ON COMMON ELEMENTS CONDOMINIUM ROADWAY

1701_ All developments with free-hold lots must be served by a public street designed to acceptable standards and to the specifications of the City.

1702_ The creation of a non-condominium private road to serve new free-hold lots shall be prohibited. The creation of a common elements condominium private roadway to serve new free-hold lots will be discouraged, unless it is demonstrated it cannot be integrated into a plan of subdivision, it promotes efficient land utilization, it will be registered as a common elements condominium corporation, and it will serve a maximum of five new lots.

1703_ Consent for the creation of free-hold lot development on a common elements condominium roadway may be granted only if all of the following additional criteria are satisfied:

1. The severed and retained parcels comply with the provisions of the implementing *Zoning By-law*.
2. Adequate municipal services shall be available or shall be provided to the property limit of the development.
3. The private common element services within the development connect to available adequate municipal services on a public street.
4. The applicant enter into an agreement with the City to address servicing and other development issues.
5. There is provision for a safe and dry access for all lots involved.
6. The common element roadway is not needed to create local public street connections to existing developed lands or undeveloped lands in the future, based on good land use planning principles.
7. The common element roadway has an adequate width to accommodate the traveled portion of road, boulevards and services for its use, construction and maintenance to permit safe vehicular movements, and has an adequate turning facility of sufficient area to accommodate emergency, delivery and maintenance vehicles consistent with the *Site Plan Control By-law*.
8. The agreement will identify the numbering of units and signage indicating a private street, all subject to the approval of the City Planner.
9. The agreement will specify that garbage pick-up will be from a central pad located adjacent to the public street which is easily accessible for the City garbage collection vehicles.
10. The freehold lots dependent on the common element roadway will be rezoned to include a Holding Zone to prohibit the development of the freehold lots until a common elements condominium corporation is registered on title for the roadway.

> CONDITIONS OF CONSENT APPROVAL

1704_ In granting a consent, the consent authority may attach conditions, as authorized under the provisions of the *Planning Act*, including but not limited to:

1. The dedication of parkland or cash in-lieu-of such dedication.
2. The dedication of any streets, street widenings and one foot reserves as may be required by the City. A street includes the entire right-of-way and may contain, in addition to the roadway, sidewalks, bicycle lanes, bicycle and pedestrian pathways and public transit rights of way.
3. The dedication of pedestrian pathways, bicycle pathways and public transit rights-of-way, as the consent authority considers necessary.
4. The dedication of land for commuter parking lots, transit stations and related infrastructure for the use of the general public using highways, as the consent authority considers necessary.
5. Municipal or other services required as the consent authority considers necessary.
6. Fulfillment of any financial requirements of the City.
7. A servicing agreement between the property owner and the City pertaining to any extension or upgrading of municipal services required by the City to accommodate the development of a lot created by consent.
8. Submission of a registered reference plan to the Consent Authority.

9. That the property owner enter into one or more agreements with the City dealing with such matters as the Consent Authority may consider necessary. Such agreement(s) may be registered against the land to which it applies and the City is entitled to enforce the agreement against the owner and, subject to the *Registry Act* and the *Land Titles Act*, against any and all subsequent owners of the land.

10. Confirmation that any corresponding zoning by-law amendment or minor variance application has been dealt with and is in full force and effect.

PLANS OF CONDOMINIUM

1705_ The process of creating units, common elements and exclusive use common elements through the registration of a condominium description is governed by the *Condominium Act* and the *Planning Act*. Authority for the approval of plans of condominium has been assigned by the Province to the City Council of the City of London.

> STANDARD CONDOMINIUM POLICIES

1706_ The following policies will apply to consideration of an application for a standard condominium:

1. If the development is to be registered as multiple plans of condominium, the minimum number of units to be included in each condominium will be ten, or a number adequate to ensure the reasonable, independent operation of the condominium corporation.

> COMMON ELEMENTS CONDOMINIUM POLICIES

1707_ The following policies will apply to consideration of an application for a common elements condominium:

1. Common elements condominium corporations will be permitted unless the City requires public ownership of the lands for purposes of: pedestrian or vehicular access, including any part of a public street allowance; the construction, maintenance and repair of public facilities and services; or safeguarding significant natural features set out in the Natural Heritage policies of this Plan, or planned trail systems; or, the proposal is otherwise not in the public interest.

2. The creation of a new private street common elements condominium corporation will be subject to the Consent to Sever Lands policies of this Plan.

> PHASED CONDOMINIUM POLICIES

1708_ The following policies will apply to consideration of an application for a phased condominium:

1. The minimum number of units for the initial and final registration will be ten, or a number adequate to allow for reasonable operation of the condominium corporation should the proposed phases not be constructed or registered as approved in the draft plan.

2. The City will be satisfied that the proposed phasing, in association with statutory easements or otherwise, joint use and maintenance agreements and other mechanisms is satisfactory to ensure the long-term independent operation of the condominium and the remnant land should subsequent phases not be built or registered, or registered as stand-alone condominium corporations.

> VACANT LAND CONDOMINIUM POLICIES

1709_ The following policies will apply to consideration of an application for a vacant land condominium:

1. The same considerations and requirements for the evaluation of draft plans of subdivision shall apply to draft plans of vacant land condominium.

2. The applicant may be required to provide site development concepts and meet design requirements consistent with the *Site Plan Control By-law* as part of the consideration of a draft plan of vacant land condominium.

3. Proposals for vacant land condominiums which will result in units above or below any other unit will not be supported.

4. Only one dwelling will be permitted per unit.

5. At the time of registration, structures cannot cross unit boundaries.

6. The registration of a proposed development as more than one vacant land condominium corporation may be permitted if the proposal is supportive of comprehensive development and planning goals. The minimum number of units to be included in each condominium corporation will be adequate to allow for the reasonable, independent operation of the condominium corporation.

1709A_ *Policy Deleted (OPA 78)*

> CONDITIONS

1711_ The City may require that applicants satisfy reasonable conditions prior to final approval and registration of the plan of condominium, as authorized under the provisions of section 51 of the *Planning Act*. The applicant will be required to meet conditions of draft plan approval within a specified time period, failing which, draft plan approval will lapse.

> CONDOMINIUM GUIDELINES

1710_ City Council may adopt *Condominium Guidelines* to assist in the preparation and evaluation of proposed draft plans of condominium.

GUIDELINE DOCUMENTS

1712_ City Council may adopt guideline documents to provide direction for the implementation of the policies of this Plan or to guide development of a specific area. Guideline documents may contain guidelines, standards, and performance criteria that are either too detailed, or require more flexibility in interpretation or implementation than the policies of this Plan would allow.

1713_ Guideline documents will be adopted by resolution of City Council. Planning and development applications and public works shall be reviewed to determine their consistency

with the provisions of any applicable guideline document, and conditions may be imposed upon the approval of development accordingly. Provincial guideline documents will also be used to implement the policies of this Plan.

1714_ The preparation of a guideline document will include provisions to encourage input from agencies, associations, and individuals that have an interest in the subject matter. Before adopting or amending a guideline document, City Council will hold a public meeting to provide for input from interested parties.

1715_ Where there is a conflict or incongruence between a guideline document and one or more policies within *The London Plan*, the policies of *The London Plan* shall prevail.

CITY DESIGN GUIDELINES

1716_ The following is the list of City Design guideline documents:

1. Airport Road South Business Park Urban Design Guidelines
2. City of London Placemaking Guidelines
3. Dingman Drive Industrial Area Urban Design Guidelines
4. Downtown Design Study - Design Guidelines
5. Grosvenor Gate Neighbourhood Character Statement and Compatibility Guidelines
6. Hyde Park Community Plan - Community and Urban Design Guidelines
7. Old East Village Commercial Corridor Urban Design Manual
8. Richmond Street-Old Masonville Master Plan and Urban Design Guidelines
9. Talbot Community Urban Design Guidelines
10. Upper Richmond Village Urban Design Guidelines
11. Urban Design Guidelines for 3080 Bostwick Road
12. Urban Design Guidelines for the Old Victoria Hospital Lands Phase II *(OPA 9) (OPA 25)*

URBAN REGENERATION GUIDELINES

1717_ The following is the list of Urban Regeneration guideline documents:

1. Our Move Forward: London's Downtown Plan
2. Richmond Row Master Plan

CIVIC INFRASTRUCTURE GUIDELINES

1718_ The following is the list of Civic Infrastructure guideline documents:

1. Access Management Guidelines
2. Cycling Master Plan
3. Development Charges Background Study
4. Growth Management Implementation Strategy
5. Transportation Impact Assessment Guidelines
6. Transportation Master Plan

NATURAL HERITAGE SYSTEM GUIDELINES

1719_ The following is the list of Natural Heritage System guideline documents:

1. Conservation Master Plan for the Coves Environmentally Significant Area
2. Data Collection Standards for Ecological Inventory
3. Environmental Management Guidelines
4. *Policy Deleted*
5. *Policy Deleted*
6. *Policy Deleted*
7. *Policy Deleted*
8. *Policy Deleted*
9. Kilally Open Space Master Plan
10. Meadowlily Woods Master Plan
11. Medway Valley Heritage Forest Environmentally Significant Area (South) Conservation Master Plan
12. Planning and Design Standards for Trails in Environmentally Significant Areas
13. Sifton Bog Environmentally Significant Area Conservation Master Plan
14. Westminster Ponds/Pond Mills Environmentally Significant Area Master Plan Update *(OPA 39) (OPA 78)*

PARKS, RECREATION AND OPEN SPACE GUIDELINES

1720_ The following is the list of Parks, Recreation and Open Space guideline documents:

1. Guidelines for the Development of Parks and Open Space
2. Parks and Recreation Master Plan
3. Thames River Valley Corridor Plan
4. Tree Planting and Protection Guidelines
5. Urban Forestry Strategy

CULTURAL HERITAGE GUIDELINES

1721_ The following is the list of Cultural Heritage guideline documents:

1. Archaeological Management Plan
2. Blackfriars/Petersville West Development Guidelines
3. Guidelines for the Identification of Cultural Heritage Landscapes in London
4. Heritage Places 2.0: A Description of Potential Heritage Conservation Districts in the City of London. *(OPA 12) (OPA 21)*

OTHER GUIDELINES

1722_ The following is the list of Other guideline documents:

1. Condominium Submission, Review and Approval Guidelines

COMMUNITY IMPROVEMENT PLANS

1723_ The Urban Regeneration section in the Our City part of this Plan provides policies relating to community improvement plans. The following policies are intended to provide more detail and direction for such plans.

1724_ In accordance with the provisions of the *Planning Act*, a by-law may be passed to identify areas designated for Community Improvement (a Community Improvement Project Area). These are shown on Map 8 - Community Improvement Project Areas. City Council may also adopt a community improvement plan for the area(s) designated for community improvement.

1725_ New community improvement project areas approved by City Council shall be added to Map 8 - Community Improvement Project Areas by an amendment to this Plan.

1726_ Community improvement plans are intended to provide City Council with the necessary tools to stimulate reinvestment and redevelopment, inspire appropriate infill and intensification, coordinate planning efforts, improve the physical infrastructure, support community economic development, preserve neighbourhood and cultural heritage value, and lead to the establishment of an improved neighbourhood. The tools to implement community improvement plans may include incentives and targeted private and/or public investment to achieve the vision, key directions and policies in *The London Plan*. Council may also acquire, clear and dispose of land to support community improvement and economic development, or use any other methods to support community improvement or environmental, social or community economic development that is permitted by the legislation.

1727_ Community improvement is intended to meet the following objectives:

1. Maintain and improve the public realm, including such things as streets, sidewalks, street lights, street trees, pathways, parks, open spaces, and public buildings.
2. Maintain and improve municipal services including such things as the water distribution system, the sanitary and storm sewer systems, mobility network, transit services, and neighbourhood services.
3. Encourage the coordination of municipal servicing expenditures with planning and development activity.
4. Stimulate private sector property maintenance, repair, rehabilitation, redevelopment and other forms of private sector investment and reinvestment activity.
5. Maintain and improve the physical and aesthetic amenities of streetscapes in both the public and private realms.
6. Encourage the conservation, restoration, adaptive re-use and improvement of cultural heritage resources.
7. Encourage the eventual elimination and/or relocation of incompatible and conflicting land uses and where this is not possible, encourage physical improvements to minimize the incompatibility/conflict.
8. Promote the improvement of energy efficiency standards for residential, commercial, industrial, public, recreational, institutional, religious, charitable or other uses.
9. Foster the revitalization and continued improvement of the Downtown and other existing commercial districts including but not limited to the Old East Village, the SoHo Area, and other established business districts.
10. Upgrade social and recreational facilities and support the creation of affordable housing.
11. Support the implementation of measures that will assist in achieving sustainable development and sustainable living.
12. Improve environmental and social conditions.
13. Promote cultural and tourism development.
14. Facilitate and promote community economic development.
15. Promote and improve long-term community stability, safety and quality.

1728_ To identify an area for community improvement, City Council shall consider the following criteria:

1. Deficiencies in physical infrastructure including but not limited to the sanitary sewer system, storm sewer system, and/or watermain system, streets, sidewalks, curbs, streetscapes and/or street lighting, and municipal parking facilities.
2. Deficiencies in recreational, social or community facilities including public open space, municipal parks, neighbourhood parks, indoor/outdoor recreational facilities, and public social facilities.
3. Commercial, residential, industrial and mixed-use areas with poor physical condition and/or poor visual quality of the built environment, including but not limited to building façades, building condition, streetscapes, public amenity areas and urban design.
4. Vacant lots and/or underutilized properties and buildings which have potential for infill, redevelopment, expansion or development to better utilize the land base.
5. Non-conforming, conflicting or incompatible land uses or activities that disrupt or threaten to disrupt the predominant land use, function and/or viability of an area.
6. A demonstrated interest in community improvement by the private firms within an area.
7. Presence of potential or recognised cultural heritage resources.
8. Known or suspected areas of environmental contamination.
9. Lack of or deficient affordable housing or mix of housing opportunities.
10. Improvement to energy efficiency and/or renewable energy efficiency.
11. Traffic and/or parking problems or deficiencies.
12. Other significant barriers to the repair, rehabilitation, redevelopment or development of underutilized land and/or buildings.
13. Other significant environmental, social or community economic development reasons for community improvement.

SPECIFIC AREA POLICIES

1729_ Notwithstanding the other land use policies contained in this Plan, policies for Specific Areas may be applied where the applicable place type policies would not accurately reflect the intent of City Council with respect to a specific site or area.

1730_ The adoption of policies for Specific Areas may be considered in limited circumstances where the following conditions apply:

1. The proposal meets all other policies of the Plan beyond those that the specific policy identifies.
2. The proposed policy does not have an adverse impact on the integrity of the place type policies or other relevant parts of this Plan.
3. The proposed use is sufficiently unique and distinctive such that it does not establish an argument for a similar exception on other properties in the area.
4. The proposed use cannot be reasonably altered to conform to the policies of the place type.
5. The proposed policy is in the public interest, and represents good planning.

1731_ Policies for Specific Areas will not be permitted if there are no distinguishing or unique features of the site that would require the specific area policy or where they would establish an argument of precedent for similar specific area policies.

1732_ All applications for Specific Area Policies shall be evaluated based on the Planning and Development Applications section in the Our Tools part of this Plan.

1733_ Specific Area Policies may be considered to restrict the range of permitted uses, to restrict the scale and intensity of development, or to direct the form normally allowed in a particular place type, in order to protect other uses in an area from negative impacts.

1734_ Policies for Specific Areas shall be adopted as an amendment to the appropriate place type policies of this Plan, and added to Map 7 - Specific Policy Areas.

MUNICIPAL BY-LAWS

1735_ The City may pass by-laws under the authority of the *Planning Act* or *Municipal Act* or other provincial legislation which will apply to designated areas of the city to assist in, or facilitate, the implementation of the vision, key directions and policies of *The London Plan*, for matters such as, but not limited to:

1. Access By-law - Protecting the traffic carrying capacity of certain streets or parts of certain streets by designating them, by by-law, as controlled access streets. The by-law may identify categories of controlled access streets, including those to which access from abutting lands is prohibited without the consent of City Council by way of by-law amendment, and others which will be subject to regulations in the by-law to control the number, location, spacing, and function of driveways providing access to, or egress from, abutting properties.

2. Demolition Control By-law – To prevent the premature demolition of residential buildings.

3. Development Charges By-law – Development Charges are fees that are paid by new development to fund new infrastructure and services constructed throughout the city.

4. Interim Control By-law - Where City Council has, by by-law or resolution, directed that a review or study be undertaken in respect of land use planning policies in the municipality or in any defined area or areas thereof, Council may pass a by-law to be in effect for a period of time specified in the by-law, which period will not exceed one year from the date of the passing thereof, prohibiting the use of land, buildings, or structures within the municipality or within the defined area or areas thereof for, or except for, such purposes as are set out in the by-law.

5. Methadone Clinic Pharmacy Licensing By-law – To regulate the operation of methadone clinics and pharmacies.

6. Property Standards By-law – To regulate the maintenance, occupancy, and enforcement of properties, which is important to the health, safety, and welfare of city residents and in preserving the character of residential areas. Property owners whose property

does not conform to standards in the by-law will be required to repair and maintain such properties in accordance with those minimum standards.

Minimum standards in the by-law apply to, among other matters, exterior building and property conditions, and interior conditions of buildings and structures, including:

a. Garbage disposal and pest prevention.

b. Structural maintenance, safety, and cleanliness of buildings.

c. Services to buildings including plumbing, heating, and electricity.

d. The adequacy of a building, or unit within a building, for healthy occupancy in terms of sanitation, light, and ventilation.

e. Keeping properties free from rubbish, debris, weeds, abandoned or inoperative vehicles, trailers, boats, mechanical equipment, or building materials.

7. Residential Rental Licensing By-law – To address sub-standard housing conditions in rental units and protect the amenity, character, and stability of residential areas.

8. Sign and Canopy By-law – To regulate signs in accordance with the provisions of the *Municipal Act*.

9. Site Alteration By-law – To prevent the filling and alteration of lands.

10. Streets By-law – to provide for the regulation of streets.

11. Tree Conservation By-law – To regulate the injury or destruction of trees.

ACQUISITION AND DISPOSITION OF LAND

1736_ The City may acquire, hold and dispose of land through purchase, expropriation, dedication, land exchange, or other means, and may use such land for the development of different facilities, civic infrastructure, and various forms of transportation and mobility corridors for the benefit of the community and its residents, in accordance with the *Municipal Act*.

ACQUISITION OF LANDS FOR STREETS AND OTHER MOBILITY INFRASTRUCTURE

HIGHWAYS TO BE WIDENED AND EXTENT OF WIDENINGS

1737_ All streets shown on Map 3 - Street Classifications will be considered highways to be widened for the purposes of the *Planning Act*.

1738_ The planned street width for each classification of street shown in Table 6 - Street Classification Design Features, together with the requirements identified in the following policies, will determine the extent of a required widening.

1739_ The planned street width may be refined through a Municipal Class Environmental Assessment or other transportation planning study considering such matters as traffic volumes, cycling lanes, transit requirements, relationship to truck routes, existing heritage properties, existing streetscapes, lot fabric, topographic constraints, and the policies of adjacent place types.

1739A_ Planned street widths are identified in Table 6 and are the standard widths required. In some instances, a planned street with may be identified based on the following criteria. Where one or more of the criteria are met an alternate street width may be required without the need for an amendment to this Plan. Street widths and street segment widths will be based on street character and conditions, including where one or more of the following considerations applies:

1. Widening would have an adverse impact on identified cultural heritage resources, archeological sites, natural heritage features, other defined features or topography;

2. Widening would have an adverse impact on an established street wall, streetscape character, parcel viability, or the ability to maintain consistent setbacks for new development, which applies where there is a policy basis to maintain and enhance existing street character;

3. An alternate street width has been identified through an Environmental Assessment, planning study, approved plan of subdivision, or through another approved study;

4. Consideration of the City's active transportation network in accordance with the Transportation Master Plan, and where nearby and adjacent streets are planned to integrate street design features; or

5. Council is of the opinion that other constraints make it impractical to widen the street to the planned width of Table 6. *(OPA 79)*

1740_ Wider street widths than those shown on Table 6 may be required at locations such as an intersection, grade separation, railway crossing, interchange, or where there are topographical constraints. Additional street right-of-way of up to 48m within 150m of intersections are typically required to accommodate turning lanes and other transportation and mobility infrastructure on Civic Boulevards and Urban Thoroughfares. The required minimum right-of-way width on any corner lot will also include a triangular area bounded by the street lines and line joining points on the street lines at 6m for perpendicular intersections. A Municipal Class Environmental Assessment or other transportation planning study may be required to identify required street widths based on a specific context. Any additional street width may be for the purposes of accommodating street requirements such as daylight triangles, turning lanes, increasing intersection capacity, locations for traffic control devices, high occupancy vehicle lanes, transit facilities, transit stations, transit priority measures and related infrastructure. *(OPA 79)*

1741_ In accordance with the *Planning Act,* as a condition to the approval of a site plan, the City may require lands abutting the street to be dedicated, at no expense to the municipality, for the purposes of a street widening.

1742_ In accordance with the *Planning Act,* as a condition to the approval of a plan of subdivision or consent, when the proposed subdivision or consent abuts an existing street, the City may require that sufficient land, other than land occupied by buildings or structures, be dedicated to provide for the widening of the street to such width as the approval authority considers necessary.

1743_ Where the widening of a road is to be obtained by dedication as a condition to the approval of a site plan, consent, or plan of subdivision, adjacent land shall be obtained equidistant from the centerline as determined by one of the following:

1. The centreline of the original road allowance laid out by competent authority which has not otherwise been amended by a City Council approved Environmental Assessment or by-law.

2. The centreline as established by a City Council approved Environmental Assessment or by-law.

3. The centreline of construction of a road where no original road allowance was laid out by competent authority.

1744_ Where, because of a street widening, the size of a property is reduced and the lot area or setbacks no longer conform with the *Zoning By-law*, City Council may consider an amendment to the by-law to recognize the property as a legal use.

DEDICATION OF LANDS FOR STREETS AND MOBILITY INFRASTRUCTURE

1745_ In accordance with the Planning Act, through the planning process relating to plans of subdivision and consent, conditions may be established to require that highways, including pedestrian pathways, bicycle pathways, and public transit rights-of-way, be dedicated as the approval authority considers necessary. Map 4 - Active Mobility Network, may be consulted through the planning and development application process to assess such requirements.

1746_ Dedication of lands for streets will be consistent with the City's planned street network identified on Map 3. Additional streets may be identified to constitute portions of the planned street network through a secondary plan, plan of subdivision, Environmental Assessment process, or transportation planning study.

1747_ Streets to be dedicated will be classified in conformity with Map 3 and the planned street widths listed in Table 6. Wider street widths may be required at locations such as an intersection, grade separation, railway crossing, interchange, or where there are topographical constraints. A Municipal Class Environmental Assessment or other transportation planning study may be required to identify required street widths based on a specific context. Any additional street width may be for the purposes of accommodating street requirements such as daylight triangles, turning lanes, increasing intersection capacity, locations for traffic control devices, high occupancy vehicle lanes, transit facilities, transit stations, transit priority measures and related infrastructure. *(OPA 79)*

1748_ Dedication of lands for public transit rights-of-way, transit stations, and related infrastructure will conform with the street network shown on Map 3 and the associated design features identified in Table 6.

1749_ Dedication of lands for bicycle pathways and pedestrian pathways will conform with Map 4.

1750_ The width of lands to be dedicated for cycling pathways and pedestrian pathways that are not within a street shall be sufficient to accommodate a five metre corridor of traveled portion and shoulders and up to five metres on either side for sight lines, curves, drainage, and safety zones, where required.

1751_ Dedication of lands for commuter parking lots, transit stations, and related infrastructure will conform with the Mobility policies of this Plan and the applicable place type.

SPECIFIC POLICIES FOR LAND ACQUISITION

> SUNNINGDALE ROAD WEST BETWEEN RICHMOND STREET AND WONDERLAND ROAD NORTH

1752_ The intent of this policy is to facilitate land acquisition for the widening of Sunningdale Road West to its required width while avoiding disturbance of the existing golf course operations on the north side of the street. When the lands owned on the south side of Sunningdale Road West develop, the City may, in cooperation with the property owner, consider acquiring all of the required street widening dedications for both sides of the street, from property owners on the south side of Sunningdale Road West. The acquisition of half of the total street widening will be by land dedication. The means of acquiring the remainder of the required street widening will be subject to an agreement negotiated between the property owner(s) and the City, and may involve dedication and/or reasonable compensation for the lands. The land acquisition will be subject to the necessary curve radii adjustments and the completion of any required Environmental Assessment. Any such agreement will be negotiated between the property owner(s) and the City at the time of approval of the first development application on lands on either side of the street abutting the required shift in the centerline and the agreement will provide for the future acquisition of all of the lands required to complete the realignment.
(Policy subject to appeal OLT-22-002286)

PARKLAND ACQUISITION AND DEDICATION

1753_ The acquisition of parkland to achieve the objectives of the Parks and Recreation policies of this Plan may occur through purchase, donation, bequest, expropriation, or through dedication as provided for under the *Planning Act*. In some situations, particularly where the intent is to contribute to the City's continuous network of parks and open space, land suitable for parkland may also be acquired through joint funding programs between the City and the relevant conservation authorities. In all cases, parkland acquisition projects will require the approval of City Council.

1754_ City Council may establish one or more by-laws to implement the parkland acquisition and dedication policies of this Plan.

METHODS OF ACQUISITION

1755_ City Council may acquire lands for use as parkland through any of the following methods: dedication; purchase; donation or bequest; and expropriation.

PARKLAND DEDICATION

1756_ City Council will, as a condition of the subdivision, development or redevelopment of land for residential purposes, require that land in the amount of 5% of the land proposed for development be conveyed to the municipality for park or other public recreational purposes, pursuant to the provisions of the *Planning Act*.

1757_ City Council may require the dedication of parkland at a rate of 1 hectare for every 300 dwelling units proposed, in accordance with the *Planning Act*. The calculation of dwelling unit potential will be established based on the number of approved lots and the zoning applied to any blocks in a draft approved plan of subdivision.

1758_ In the case of industrial or commercial development, City Council may require that land in the amount of 2% of the land proposed for development be conveyed to the municipality for park or other public recreational purposes, pursuant to the *Planning Act*.

ALTERNATIVE REQUIREMENT

1759_ City Council may require cash in-lieu-of all or part of the required parkland dedication, as prescribed by the *Planning Act*, under one or all of the following circumstances:

1. Where the required land dedication fails to provide an area of suitable shape, size, or location for development as public parkland.
2. Where the required dedication of land would render the remainder of the site unsuitable or impractical for development.
3. Where existing park and recreational facilities in the vicinity of the site area are, in the opinion of the City, clearly adequate to serve the projected increase in population.

1760_ In the case of residential development, City Council may, by by-law, specify the amount of fixed cash payment per dwelling unit. The amount of cash payment will be amended when deemed necessary to reflect the general rate of land values in the city.

1761_ Alternatively, the City may require a payment in lieu of the required parkland at rate of one hectare for every 500 dwelling units, as provided for under the *Planning Act*. The calculation of dwelling unit potential will be established based on the number of approved lots and the zoning applied to any blocks in a draft approved plan of subdivision.

CREDIT SYSTEM

1762_ Where land in excess of the amount of land required for dedication has been conveyed to the City for park purposes in association with a development proposal, the excess may be applied as a credit to future development by the same applicant.

CONDITION OF DEDICATED LANDS

1763_ Land conveyed to the City as part of the required parkland dedication will be expected to meet minimum standards for drainage, grading, and general condition, as contained in the *Parks and Recreation Master Plan*. Prior to accepting any lands dedicated for park purposes, the City may require evidence that no environmental contamination has occurred on the lands. In the event that evidence shows that contamination may have taken place on or adjacent to such lands, the City may require that the site be rehabilitated or remediated to the satisfaction of the City and the Province prior to purchasing or accepting the lands.

ACCEPTANCE OF RAVINES, WOODED AREAS

1764_ Land conveyed to the City as part of the parkland dedication requirement will generally be flat, open land. However, in areas where the need for flat, open land is being met, lands containing features such as ravines, woodlands and other vegetation or variations in topography may be accepted at a rate which reflects their relative development potential.

PRIORITIES FOR ACQUISITION

1765_ Priorities for parkland acquisition will be based on all of the following:

1. Existing and proposed population densities.
2. Existing facilities and their accessibility to the neighbourhood residents.
3. The availability of funds for acquisition.
4. The suitability of lands available for sale.
5. Acquisitions that serve to create a more continuous or linked park system.
6. Acquisitions which will serve to create a more continuous or linked Natural Heritage System.

NOISE, VIBRATION AND SAFETY

SENSITIVE LAND USES NEAR NOISE GENERATORS

1766_ The development of sensitive land uses on lands in close proximity to the London International Airport, rail lines, higher-order streets and provincial highways, industrial, commercial or institutional place types will have regard for potential impacts from noise, vibration and/or safety concerns and, where a proposed development does not comply with provincial guidelines for acceptable levels of noise, and/or where there is a concern over safety, mitigation measures may be required through the development approval process.

GUIDELINE DOCUMENT

1767_ In areas where noise levels exceed provincial standards, or which are subject to excessive ground-borne vibration, measures for reducing the level of noise and/or vibration impact may be identified in a guideline document. This guideline document will be developed in consultation with the Province, affected agencies, rail operators, and the public. The guidelines will identify the specific responsibilities of the property owner and the commenting and approval authorities. They may also address subdivision design standards for window streets, service lanes and lay-by streets that may assist in promoting and encouraging alternative subdivision design measures. Until a guideline document is completed, the City will rely on provincial and agency input to determine attenuation measures for development which could be affected by excessive noise and/or ground-borne vibration levels.

NEIGHBOURHOOD DESIGN AND NOISE

1768_ In the review of all planning and development applications, including the review of secondary plans, for residential development adjacent to Civic Boulevards, Urban Thoroughfares, Rural Thoroughfares, Rapid Transit Boulevards, Expressways and Provincial Highways will be subject to all of the following criteria, to ensure that residential development does not rear or side-lot onto the adjacent streets, as appropriate:

1. Less sensitive land uses, such as commercial, community facility, public space or office uses, will, whenever practical and in conformity with the Place Type policies of *The London Plan*, be sited adjacent to these types of streets to act as a buffer between noise generated by the street traffic and sensitive residential uses.

2. Place types that permit residential uses with a medium to high level of intensity will, wherever practical, be sited adjacent to these streets. This form of development provides for greater flexibility in building orientation thereby allowing front facing buildings with amenity space in the rear.

3. If there is no practical place type alternative, and sensitive place types must locate adjacent to these streets, then subdivision design measures will be encouraged to eliminate the need for noise walls. These subdivision design measures could include, but are not limited to neighbourhood design with window or lay-by streets or service streets; subdivisions with rear lanes; subdivisions on private service streets; or alternative measures that conform with the policies of this Plan.

4. If land use planning or alternative neighbourhood designs cannot reasonably be utilized within the proposed residential subdivision then a noise impact study will be undertaken on behalf of the property owner, by an accredited acoustical consultant, to determine the appropriate noise attenuation mechanism based on forecasted ultimate traffic volumes, considering the Mobility policies of this Plan, the *Transportation Master Plan,* road widening dedication and the effect the road widening dedication will have on the design of the required noise attenuation measure; the design specifications of the noise attenuation measure, such as height, density/width, location, benefiting lots, and building material will also be considered.

1769_ Where noise walls are determined to be the only practical noise attenuation measure for residential development adjacent to Civic Boulevards, Urban Thoroughfares, Rural Thoroughfares, Rapid Transit Boulevards, Expressways and Provincial Highways the following will be required:

1. For multi-family or cluster forms of development, a common elements condominium corporation will be established for the noise wall. The condominium corporation will ensure that there are adequate funds to pay for the upkeep, maintenance and replacement costs of the noise wall. The requirement for a common elements condominium will be established as a condition of subdivision approval.

2. For freehold low-rise residential development, one of the following two solutions will be implemented:

   a. A common elements condominium corporation will be established with all of the properties that directly benefit from the noise wall, as established in the noise study, to be identified as parcels of tied land that are responsible for this common element. The condominium corporation will ensure that there are adequate funds to pay for the upkeep, maintenance and replacement costs of the noise wall. The requirement for a common elements condominium will be established as a condition of subdivision approval.

   b. Other measures approved by City Council as conditions of development approval, that achieve key principles of avoiding long-term, ongoing and replacement costs to the City and ensuring that costs be borne by those benefiting from the noise wall (including the property owner developing the lands).

3. The proposed size, height and location of the noise wall will need to address expected ultimate traffic volumes as established in the Mobility policies of this Plan and the *Transportation Master Plan*.

4. The proposed noise wall will be constructed of higher-quality materials that effectively mitigate noise, are durable and do not detract from the aesthetic of the community.

5. Where appropriate, the proposed noise wall shall be compatible and consistent with other noise walls along the same street, except where existing noise walls are in conflict with the above criteria.

6. Landscaping will be encouraged on the street-side of noise walls to improve noise wall aesthetics and mitigate the canyon effect, in conformity with the City Design policies in this Plan.

1770_ Additional Noise policies will apply, as follows:

1. New sensitive land uses that are expected to be exposed to noise levels which are above acceptable provincial standards will be required to incorporate noise attenuation measures into the development.

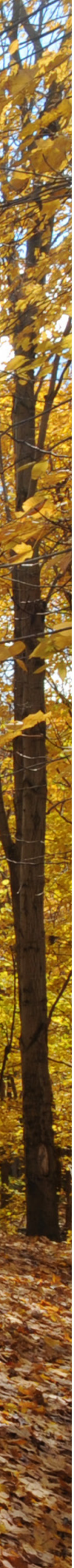
2. Until such time as a guideline document is completed, the City will rely on peer review and agency input and the Our Tools policies of this Plan to determine potential noise impacts and noise attenuation measures on sensitive land use applications which could be affected by excessive noise levels.

3. The City's *Zoning By-law* may place a holding provision on lands which could be affected by excessive noise levels. The holding provision will be removed when the property owner has satisfied the City, in consultation with relevant agencies, that adequate noise attenuation measures have been provided for in any proposed development.

4. Where a development applicant undertakes a noise impact study by a recognized acoustical consultant to determine noise levels and attenuation measures to reduce noise levels to acceptable standards, the City in consultation with the relevant agencies, will have regard for these studies, in addition to the Our Tools policies of this Plan, in setting out development conditions.

5. Development proposals for lands that lie, in whole or in part, within the Noise Exposure Forecast (N.E.F.) contours for London International Airport, as shown in Figure 27, will comply with the federal standards associated with those contours.

6. Development proposals for lands which may be affected by rail noise levels which exceed maximum provincial standards, will be circulated to the appropriate rail operator for comment. Where the City has adopted a guideline document, the development proposal will be circulated to the appropriate



rail operator to clarify which mitigating measures will be included as a condition of approval of the development. Where a guideline document has not been completed the City will rely on provincial and agency input, and input from a qualified consultant for the applicant, to determine potential noise impacts and appropriate attenuation measures.

1771_ Additional Vibration policies will apply, as follows:

1. Excessive vibration levels from rail lines and Industrial Place Types may negatively impact residential development or vibration sensitive non-residential development. New residential development which is expected to be exposed to ground-borne vibration levels which exceed minimum acceptable provincial standards will be required, where practical, to incorporate attenuation measures into the development.

2. Development proposals within 120 metres of a rail line or Industrial Place Types will be circulated to the applicable commenting agency, rail operator, and/or the public to identify appropriate attenuation measures required, if any.

3. The City's *Zoning By-law* may place a holding provision on lands which have been identified as being subject to excessive ground-borne vibration levels. The holding provision will be removed when the property owner has satisfied the City and other applicable agencies, that adequate attenuation measures have been incorporated into the development.

4. Where a development applicant undertakes a vibration impact study by a recognized ground-borne vibration consultant to determine vibration levels and attenuation measures to reduce vibration levels to acceptable standards, the City, in consultation with any applicable agencies, will have regard for these studies in establishing development conditions.

1772_ Additional Rail and Pipeline Safety policies will apply, as follows:

1. All proposed development adjacent to railways will provide appropriate safety measures such as setbacks, berms and security fencing, to the satisfaction of the City in consultation with the appropriate railway.

2. A minimum setback of 20 metres will be provided from the centre of a high pressure pipeline to the nearest wall of a building intended for human occupancy.

MINIMUM DISTANCE SEPARATION

1773_ Any proposed planning and development applications for lands outside of the Urban Growth Boundary, and any proposals to expand the Urban Growth Boundary, shall meet the required odour setbacks in accordance with the provincial Minimum Distance Separation (MDS I) Implementation Guidelines and Formulae, as amended by the Province from time to time.

1774_ Prior to the issuance of any building permit for any new or altered livestock facility, including manure storages, the City will require compliance with the provincial Minimum Distance Separation (MDS II) setbacks and compliance with the provisions of the *Zoning By- law*.

MINIMUM DISTANCE SEPARATION I (MDS I)

1775_ MDS I formula, established by the Ontario Ministry of Agriculture, Food and Rural Affairs, will apply as follows:

1. Livestock facilities that exist within the Farmland or Rural Neighbourhoods Place Types will be provided protection from the encroachment of all new development through the application of MDS I setbacks at the time of planning and/or development review.

2. The City will require compliance with the MDS I setbacks for any proposal to expand the Rural Neighbourhoods Place Type.

3. The City will require compliance with the Minimum Distance Separation MDS I setbacks for all new or expanding cemeteries.

4. The City will require compliance with the MDS I setbacks for all types of new development proposed by building permit on all existing lots of record.

1776_ The MDS I formula, established by the Ontario Ministry of Agriculture, Food and Rural Affairs, will not apply in the following instances:

1. The City does not require compliance with the MDS I requirements for surplus farm dwelling severances, except where the surplus farm dwelling is located on the same lot as the subject livestock facility prior to the consent being granted in conformity with the Rural London policies of this Plan.

2. The City does not require compliance with the MDS I requirements for the construction of a new dwelling that is replacing a dwelling that is destroyed in whole, or in part, provided that the new dwelling is located no closer to a livestock facility than prior to the reconstruction.

3. The City does not require compliance with the MDS I requirements for the construction of a secondary farm dwelling unit.

4. The City does not require compliance with the MDS I setbacks for new and expanding agricultural-related or on-farm diversified uses.

MINIMUM DISTANCE SEPARATION II (MDS II)

1777_ MDS II formula, established by the Ontario Ministry of Agriculture, Food and Rural Affairs, will apply as follows:

1. The creation, alteration or expansion of any livestock facility within the Farmland or Rural Neighbourhoods Place Types shall meet the appropriate MDS II setbacks.

2. The City does not require compliance with the Minimum Distance Separation MDS II setbacks for the reconstruction of a livestock facility, provided that it is located no closer to surrounding development after reconstruction and the livestock facility will house the same number and type of animal on the same style of manure system that existed prior to the reconstruction.

3. For the purposes of MDS II setbacks, the City will treat all inactive cemeteries as Type A land uses in accordance with the *Minimum Distance Separation Implementation Guidelines*. For clarity, such cemeteries may be documented in an appendix in the *Zoning By-law*.

4. The City does not require compliance with the MDS II setbacks between new or altered livestock facilities and existing agricultural-related or on-farm diversified uses.

MAPS

1778_ *The London Plan* includes maps that are provided on paper at a size of 3ft X 4ft drawn to scale. These maps constitute part of the Official Plan. Policies in this Plan provide direction for the interpretation of these maps. The following is a description of each map included in this Plan.

MAP 1 – PLACE TYPES

1779_ This map shows the place types that are assigned to all lands within the city.

MAP 2 – HIGH DENSITY RESIDENTIAL OVERLAY (FROM 1989 OFFICIAL PLAN)

1780_ This map shows lands that are included in the High Density Residential Overlay (from 1989 Official Plan).

MAP 3 – STREET CLASSIFICATIONS

1781_ This map shows the alignment and classification of all existing and planned streets in the city, with the exception of Neighbourhood Streets.

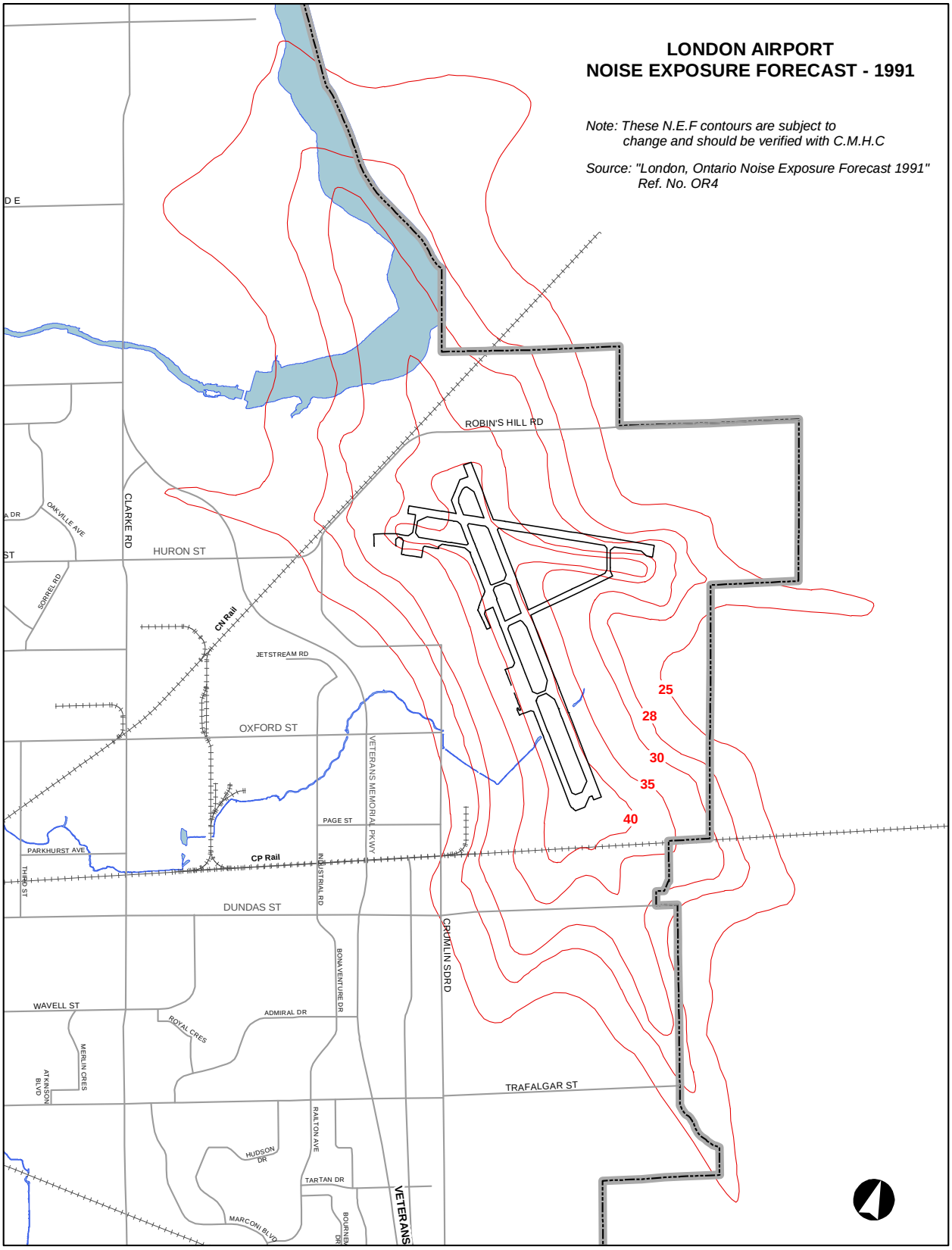
MAP 4 - ACTIVE MOBILITY NETWORK

1782_ This map shows the active mobility network which facilitates human-powered travel throughout the city.

MAP 5 – NATURAL HERITAGE

1783_ This map shows the components of the Natural Heritage System. It also shows a variety of natural heritage features and areas which remain to be evaluated for their significance to determine whether they should be included within the Natural Heritage System.

FIGURE 27 - LONDON INTERNATIONAL AIRPORT NOISE EXPOSURE FORECAST



MAP 6 – HAZARDS AND NATURAL RESOURCES

1784_ This map shows the natural resources existing in London and also illustrates our hazard lands.

MAP 7 – SPECIFIC POLICY AREAS

1785_ This map shows lands where specific policies apply, beyond the parent policies of *The London Plan*. This includes secondary planning areas as well as those lands that have been identified for specific policies within a place type. This map is intended as a helpful reference for users of *The London Plan*.

MAP 8 – COMMUNITY IMPROVEMENT PROJECT AREAS

1786_ This map shows the designated community improvement project areas within London.

MAP 9 – HERITAGE CONSERVATION DISTRICTS AND CULTURAL HERITAGE LANDSCAPES

1787_ This map shows those lands that are designated as Heritage Conservation Districts and/or Cultural Heritage Landscapes.

MAP 10 – PROTECTED MAJOR TRANSIT STATION AREAS

1787A_ This map shows the designated Protected Major Transit Station Areas within the City. *(OPA 30)*

1788_ In addition to these official maps, Appendix 1 provides unofficial maps for convenient quick reference. These maps are not to scale and should not be used as the basis for implementing this Plan.

OFFICIAL PLAN MONITORING

1789_ For the policies to remain responsive to changing conditions over the life of this Plan, its implementation will require continuous monitoring of key trends and indicators, periodic policy review, and amendments to the Plan as warranted. This monitoring will occur as identified in the Monitoring Program policies in the Our Strategy part of this Plan.

1790_ A London Plan Monitoring Program will be created to establish key performance measures and to report on our progress relating to this Plan's key directions a minimum of once every two years. This process will involve significant public engagement and education and reporting that will allow all Londoners to understand this progress.

1791_ As part of any comprehensive review of this Official Plan, the City shall undertake a land needs analysis to ensure that sufficient lands are available to maintain at all times the ability to accommodate residential growth for a minimum of ten years, consistent with the *Provincial Policy Statement*.

1792_ As part of any comprehensive review of this Official Plan, the City shall undertake a land needs analysis to ensure that sufficient lands are available to provide for an appropriate mix and range of employment and institutional uses to meet long-term needs, consistent with the *Provincial Policy Statement*.

1793_ City Council may initiate amendments to the Plan where it is determined that the assumptions and conditions on which the policies were based have changed to the extent that the policies are no longer appropriate; existing policies need to be refined as a result of further study; the completion of a secondary plan; or changes of provincial legislation and statutes, and may introduce guideline documents or secondary plans to implement provincial policy statements; and as a result of comprehensive reviews of the Plan, in accordance with the provisions of the *Planning Act*. A comprehensive review of *The London Plan* will be completed no less frequently than ten years after the Plan comes into effect and every five years thereafter.

1794_ City Council may also consider requests for amendments to the Plan from a person or public body, in accordance with the provisions of the *Planning Act*.

GLOSSARY OF TERMS

1795_ By default, the common meaning of a term or phrase should be used to interpret the policies in *The London Plan*. However, in some cases a specific definition is to be used in the interpretation and application of the policies of this Plan. For such cases, definitions have been provided below.

Accessory and ancillary means a use, building or structure that is incidental, subordinate and exclusively devoted to the main use and carried on with such main use, building or structure on the same lot.

Active mobility means human-powered travel, including but not limited to walking, cycling, inline skating, skateboarding and travel with the use of mobility aids for those who need them. Transit ridership is often seen as a form of active mobility, because every transit trip begins and ends with a walk. The active mobility network includes sidewalks, crosswalks, cycling lanes, designated streets and multi-use pathways to accommodate active transportation.

Adaptive re-use means the conversion of an existing building for a use that differs from the use it was initially constructed for. In most cases, the term applies to the conversion of a non-residential use to a residential use.

Additional residential unit means a self-contained residential unit with kitchen and bathroom facilities within dwellings or within accessory structures as defined in the Additional Residential Unit policies of this Plan. *(OPA 78)*

Adjacent when considering potential impact on cultural heritage resources means sites that are contiguous; sites that are directly opposite a cultural heritage resource separated by a laneway, easement, right-of-way, or street; or sites upon which a proposed development or site alteration has the potential to impact identified visual character, streetscapes or public views as defined within a statement explaining the cultural heritage value or interest of a cultural heritage resource.

Affordable housing means either one of the following:

1. In the case of ownership housing, will mean either one of the following:
    a. Housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income for low and moderate income households; or
    b. Housing for which the purchase price is at least 10 percent below the average purchase price of a comparable resale unit in the City of London;
2. In the case of rental housing, will mean either one of the following:
    a. A unit for which the rent does not exceed 30 percent of gross annual household income for low and moderate income households; or
    b. A unit for which the rent is at or below the average market rent of a unit in the City of London.

Aging in place means the ability for people to continue to live in their neighbourhood through all stages of their life and still be mobile and independent, and experience a quality of life they know and enjoy for their housing needs, community supports, recreation, leisure, social, cultural and spiritual activities in the community.

Brownfield means undeveloped or previously developed properties that may be contaminated. They are usually, but not exclusively, former industrial or commercial properties that may be underutilized, derelict or vacant.

Built-Area Boundary describes the built area of the City as of 2016. The City Structure Plan shows the Built-Area Boundary. The Built-Area Boundary is fixed in time for the purposes of implementing and monitoring the City's target for intensification. Residential development occurring within the Built-Area Boundary will be considered as intensification for the purposes of meeting the City's intensification target. *(OPA 78)*

Built Form includes all elements that make up the physical shape of the city. These include neighbourhoods, streets, streetscapes, public spaces, landscapes and buildings.

City building means an activity, plan, design, investment, public work or development that sets the future shape, character and form of the city.

Climate change adaptation refers to adjustments in ecological, social, or economic systems in response to actual or expected climatic stimuli and their effects or impacts. It refers to changes in processes, practices, and structures to moderate potential damages or to benefit from opportunities associated with climate change.

Climate change mitigation refers to efforts to reduce or prevent the emission of greenhouse gases. Mitigation can mean using new technologies and renewable energies, making older equipment more energy efficient, or changing management practices or consumer behaviour.

Compact pattern of development means a form of development that minimizes the use of land to accommodate housing, industrial, commercial and institutional growth. This form of development incorporates a substantial mix of height and density and avoids non-contiguous development patterns or gaps in the urban form.

Complete neighbourhood means the design of neighbourhoods to meet the needs of people of all ages and abilities, promoting aging in place, promoting healthy lifestyles, having mixed uses that provide convenient access to goods and services for daily life, having affordable housing choice, incorporating infrastructure and services that support mobility choices, and providing for a more equitable distribution of social infrastructure.

Complete streets are those that are designed to support many different forms of mobility. Complete streets provide physical environments that make all forms of mobility safe, attractive, comfortable and efficient. Complete streets also provide a positive physical environment that supports the form of development that is planned for, or exists, adjacent to the street. In some cases, complete streets may also incorporate corridors for wildlife movement.

Comprehensive Review means a review of the London Plan to ensure that the Plan has regard to the matters of provincial interest identified in the *Planning Act* and is consistent with the *Provincial Policy Statement*. Any comprehensive review of the London Plan will be conducted consistent with the definition of a "comprehensive review" in the Provincial Policy Statement.

Conservation of cultural heritage resources means actions or processes that are aimed at safeguarding the heritage attributes of a cultural heritage resource so that it retains its cultural heritage value or interest and extends its physical life. This may involve preservation, rehabilitation, restoration or a combination of these actions or processes.

Converted dwelling means the conversion of an existing residential dwelling to accommodate two or more dwelling units, without making substantive changes to the exterior of the building.

Corporate Asset Management means a plan for the City to manage its infrastructure under its direct ownership and control, satisfying provincial needs while optimizing and standardizing asset management practices.

Cultural heritage landscape means a defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Aboriginal Community. The area may involve features such as structures, spaces, archaeological sites, or natural elements that are valued together for their interrelationship, meaning or association. Such a cultural heritage landscape is valued by Londoners and is of significance to an understanding of the histories of a people or place.

Cultural heritage resource means a human work or a place that gives evidence of human activity or has spiritual or cultural meaning or value, and which has been determined to have historic value. Cultural heritage resources include both the physical and intangible resources, properties protected under the *Ontario Heritage Act,* built heritage resources, cultural heritage landscapes, archaeological resources, paleontological resources and both documentary and material heritage.

Development Charges By-law means the City approved by-law for requiring fees to be paid by applicable development for the recovery of growth-related capital infrastructure costs. The *Development Charges By-law* will be supported by the *Developent Charges Background Study* and will be consistent with the provisions of the *Development Charges Act*.

Distinctive Tree means a tree that has attained a trunk diameter of 50cm or greater, measured from Natural Ground Level to 1.4m above Natural Ground Level.

Ecological footprint means a measure of human demand on the Earth's ecosystems. It is a standardized measure of demand for natural capital that may be contrasted with the planet's ecological capacity to regenerate.

Ecosystems approach to planning utilizes the natural heritage ecosystem as the fundamental framework to develop all of our plans. This ensures that our urban development can co-exist with a healthy, connected and sustainable natural heritage system. It also connects the planning that we do in London with the larger context of the ecosystem within our larger watersheds and beyond.

Employment area means those areas designated for clusters of business and economic activities including, but not limited to, manufacturing, warehousing, offices, and associated retail and ancillary facilities.

Facility Accessibility Design Standards means a mandatory design aid applicable to the design and construction of new facilities, as well as the retrofit, alteration or addition to existing facilities owned, leased or operated by the City.

Fit – Where the word fit is used within this Plan for the purpose of evaluating planning applications, it is referring to whether a proposal conforms with Policy 1578_7

Focal point means a physical and/or visual design feature, which may include a public space, gathering place, cultural heritage resource, prominent landmark or structure, natural heritage feature or area of interest, activity generator, landscaping treatments, architectural structures that provide a space that supports community interaction designed to promote a sense of community identity.

Food desert means areas where food is not easily, or affordably, available within certain communities.

Form means "built form" and includes such things as the physical size, height, shape, style, and architectural elements of a building and its position relative to the lot and surrounding buildings.

Future ready means identifying and planning the steps, which need to be taken now for anticipated future needs and/or practices.

Greenfield means outlying locations of the city, within the city's Urban Growth Boundary, on lands that have never previously been developed.

Green infrastructure means natural and human-made elements that provide ecological and hydrological functions and processes. Green infrastructure can include components such as natural heritage features and systems, parklands, stormwater management systems, street trees, urban forests, natural channels, permeable surfaces, and green roofs.

Green job means those jobs that contribute substantially to preserving or restoring environmental quality, reducing energy, materials and water consumption, decarbonizing the economy and minimizing or altogether avoiding generation of all forms of waste and pollution. Green jobs also include jobs in traditional sectors with businesses that have significantly greener processes or operations than industry standards. Job sectors range from clean technology and green building construction to education and materials recovery, and local food and beverage industry where the food and beverage is produced and consumed within the city.

Group Home means a residence licensed or funded under a federal or provincial statute for the accommodation of three to ten persons, exclusive of staff, living under supervision in a single housekeeping unit and who, by reason of their emotional, mental, social or physical condition or legal status, require a group living arrangement for their well-being. A group home may include youth on probation under federal or provincial statute. *(OPA 78)*

Growth Management Implementation Strategy means a plan for staging growth and financing to ensure the orderly progression of development within the Urban Growth Boundary and the timely provision of infrastructure required to support fully serviced and functional communities and employment areas on a financially sustainable basis.

High-rise building means a building with a height of nine storeys or more.

Holding provision is applied when City Council, in a by-law passed under section 34 of the *Planning Act*, by the use of the holding symbol ("h") in conjunction with any use zone, specifies the use to which lands, buildings or structures may be put at such time in the future as the holding symbol is removed by amendment to the by-law. The holding symbol will not be removed until such time as certain requirements are met.

Human-scale means a physical environment which reflects a sympathetic proportional relationship to human dimensions and which contributes to the resident's positive perception and comprehension of the size, scale, height, bulk and/or massing of buildings or other features of the built environment.

Infrastructure means physical structures, facilities and corridors that form the foundation for development. Infrastructure includes sewage and water systems, septage treatment systems, stormwater management systems, waste management systems, electricity generation facilities, electricity transmission and distribution systems, communications/telecommunications, transit and transportation corridors and facilities, oil and gas pipelines and associated facilities. (PPS 2014) Infrastructure also includes community infrastructure, such as parks, libraries, community centres, police and fire facilities.

Intensification - Residential intensification means the development of a property, site, or area at a higher density than currently exists. Intensification adds one or more residential units to a site, or creates one or more additional lots from an existing lot.

Intensification target is the minimum desired percentage of all new residential units that will be created within the Built-Area Boundary.

Intensity means the concentration of development and use on a site and is addressed in *The London Plan* with such measures as height, gross floor area, lot coverage, building floorplate area, residential density in units/ha, number of bedrooms, parking, and floor area ratio.

For the purposes of the Near Campus Neighbourhood policies of this Plan, an increase in residential intensity means the increase in the usability of an existing dwelling, building, or site to accommodate additional occupancy including, but not limited to, building construction or additions, increasing the number of bedrooms, and expanding parking areas, but does not include the development of a property, site or area at a higher density than currently exists.

LEED means Leadership in Energy and Environmental Design, which is a standard for development that incorporates green sustainable elements into proposed buildings, site works, construction methods and long-term maintenance programs.

LEED Building Design and Construction means Leadership in Energy and Environmental Design for materials used in the building design and construction.

LEED-ND means Leadership in Energy and Environmental Design for Neighbourhood Development.

Level of service means a standard measurement used by transportation officials which reflects the relative ease of traffic flow on a scale of A to F, with free-flow being rated LOS-A and congested conditions rated as LOS-F.

Local improvement charge means a charge that is applied by the municipality to recoup the costs incurred by the City to undertake some local improvement that is beyond the level of service normally offered by the municipality. Such charges have many applications, but there has been recent interest in using them as a tool to encourage improvements that reduce energy consumption or offer other environmental sustainability benefits.

Lodging house means an owner-occupied dwelling unit which is used to provide lodging units for hire or gain directly or indirectly to three or fewer persons with or without meals. A lodging house shall not include a nursing home, hotel, motel, hostel, group home, bed and breakfast establishment, emergency care establishment, rooming house or a residence of an educational institution.

Lodging unit means a room or rooms intended for the exclusive use of the occupant for sleeping that may contain sanitary facilities or food preparation facilities, but not both.

Low and moderate income households means

a. in the case of ownership housing, households with incomes in the lowest 60 percent of the income distribution for the regional market area; or

b. in the case of rental housing, households with incomes in the lowest 60 percent of the income distribution for renter households for the regional market area.

Low impact development (LID) is a stormwater management strategy that seeks to mitigate the impacts of increased runoff and stormwater pollution by managing runoff as close to its source as possible. LID comprises a set of site design strategies that minimize runoff and distributed, small scale structural practices that mimic natural or predevelopment hydrology through the processes of infiltration, evapotranspiration, harvesting, filtration and detention of stormwater. These practices can effectively remove nutrients, pathogens and metals from runoff, and they reduce the volume and intensity of stormwater flows.

Ministry of the Environment, Conservation and Parks D-series Guidelines are a series of guidelines that are to be applied in the land use planning process to avoid and mitigate land use planning conflicts. *(OPA 78)*

Mixed-use buildings are those that include more than one use within a single building. The range of uses that may be permitted in such buildings is limited to those allowed for in the relevant place type. In most cases, mixed-use buildings include a residential component. Within the Neighbourhoods Place Type, a residential use is required as a component of any mixed–use building.

Mobility means the movement of people and goods through the city going from one location to another in a safe, accessible, convenient and affordable manner. Mobility, conventionally referred to as transportation, can be classified into five main types: walking, cycling, transit, movement with mobility devices and motorized vehicle movement.

Mobility Infrastructure means highways, streets, pedestrian pathways, bicycle pathways, public transit rights-of-way, commuter parking lots and transit stations and related infrastructure.

Multi-modal mobility network means a mobility network that supports all forms of mobility in a way that is attractive, comfortable, cost-effective, safe, efficient and convenient for its users.

Office - **Accessory office uses** - office space that is incidental, ancillary, subordinate and exclusively devoted to a main permitted use within a place type.

Office - **General office uses** – a broad category of offices, including professional, service, medical and others sub-categories of office use.

Office - **Office Conversion** - the total or partial conversion of a residential building for office use.

Office Floor Area Maximum means the maximum floor area devoted to office uses and will also include the floor area of all uses that are ancillary or accessory to the office use.

Office scale means the following:

1. Office, small scale means a building containing 2,000m^2 of office uses or less.
2. Office, medium scale means a building containing 2,000m^2 to 5,000m^2 of office uses.
3. Office, large scale means a building containing more than 5,000m^2 of office uses.

Pedestrian-oriented means the degree to which the built environment has been designed to support and appeal to pedestrians. This often stands in contrast to buildings, sites, streets and streetscapes that are built primarily for the convenience of motorists. Factors affecting pedestrian-orientation may include such things as providing a sense of enclosure through the presence of a street wall; no front yard parking; street connectivity and convenient pedestrian linkages from common origins and destinations; amenities for pedestrians such as benches, weather protection, shade structures or trees, and pedestrian-scaled lighting; widened sidewalks and direct walkway connections to buildings; variety of building types; a high frequency of entrances and transparency through windows and doors; the absence of blank walls; high quality landscaping; tree planting to create attractive treescapes; and environments that are safe and comfortable for pedestrians by virtue of such things as sidewalk maintenance, quality lighting and lots of casual surveillance of the street by building inhabitants.

Protected Major Transit Station Area means the area surrounding and including an existing and planned higher order transit (e.g. rapid transit) station or stop. The Downtown, Transit Village, and Rapid Transit Corridor Place Types are focused around rapid transit routes and are identified as Protected Major Transit Station Areas. *(OPA 30)*

Public realm means all those areas within the city that the public has unrestricted physical access to including such areas as streets (including the paved portion, sidewalks, and boulevards), seating areas, transit stations, parks, squares, plazas, forecourts, community facilities, publicly accessible natural areas, and public rights-of-way and easements established for public access.

Public work means any improvement of a structural nature or other undertaking that is within the jurisdiction of City Council.

Rooming house means a residential building that provides shared living, food preparation and sanitary facilities which is licensed and used to provide lodging units for hire or gain directly or indirectly exclusive of the owner or primary occupant to more than three persons, with or without meals. A rooming house shall not include a lodging house, nursing home, hotel, motel, hostel, group home, bed and breakfast establishment, emergency care establishment, or a residence of an educational institution, but shall include a fraternity or sorority.

Sensitive land use means buildings, amenity areas, or outdoor spaces where routine or normal activities occurring at reasonably expected times would experience one or more adverse effects from contaminant discharges generated by a nearby major facility. Sensitive land uses may be a part of the natural or built environment. Examples may include, but are not limited to: residences, day care centres, and educational and health facilities.

Spread pattern of development means a form of development that inefficiently uses land to accommodate housing, industrial, commercial and institutional growth. This form of development does not incorporate a substantial mix of height and density, is of a low intensity, and may include non-contiguous development patterns and gaps in the urban form.

Stormwater management means the plans, public works and initiatives put in place to maintain quality and quantity of stormwater runoff to pre-development levels.

Strategic Growth Area means an area within the City that has been identified to be the focus for accommodating intensification and higher-density mixed uses in a more compact built form. *(OPA 124)*

Streetscape means the combination of visual and structural elements including such things as the street right-of-way, the design and placement of buildings, street trees, landscape elements, street furniture, lighting, and signage.

Street wall is the condition created when the front façades of a series of buildings are aligned facing a street to create a sense of definition, enclosure, and a level of protection from the weather along a streetscape. It is an important feature of designing a street to be comfortable for pedestrians. The term street wall does not necessarily imply that buildings are joined together.

Subwatershed means the watershed of a tributary stream, or sub-component of a major watershed.

Subwatershed plans means a plan that provides the direction needed to manage subwatersheds in an ecologically sound manner, both for existing land use activities and as urban land use changes, and that offers opportunity to improve the delivery of conservation programs while providing for ongoing monitoring and evaluation of the plans' success.

Supervised correctional residence means a residence licensed or funded under a federal or provincial statute for the accommodation of up to ten persons, exclusive of staff, living under supervision in a single housekeeping unit that is maintained and operated primarily for persons who have been placed on probation or released on parole under federal or provincial statute; or youth who have been charged under federal or provincial statute and who have been placed in detention or custody.

Sustainable means an action that meets the needs of the present without compromising the ability of future generations to meet their own needs. It is a holistic approach to planning to achieve a balance between the social and economic needs of the community, and environmental conservation.

Transit-oriented or transit-supportive development means development which is designed to be well connected and integrated with transit systems, helps to make transit use more efficient, comfortable and attractive, provides quality pedestrian amenities to support the walk to and from transit services and generates ongoing demand for transit ridership.

Transportation demand management means the application of a range of measures to affect travel patterns and reduce the demand for motorized forms of transportation.

Transportation impact assessment means the evaluation of the transportation impacts that are generated by a proposed development or redevelopment.

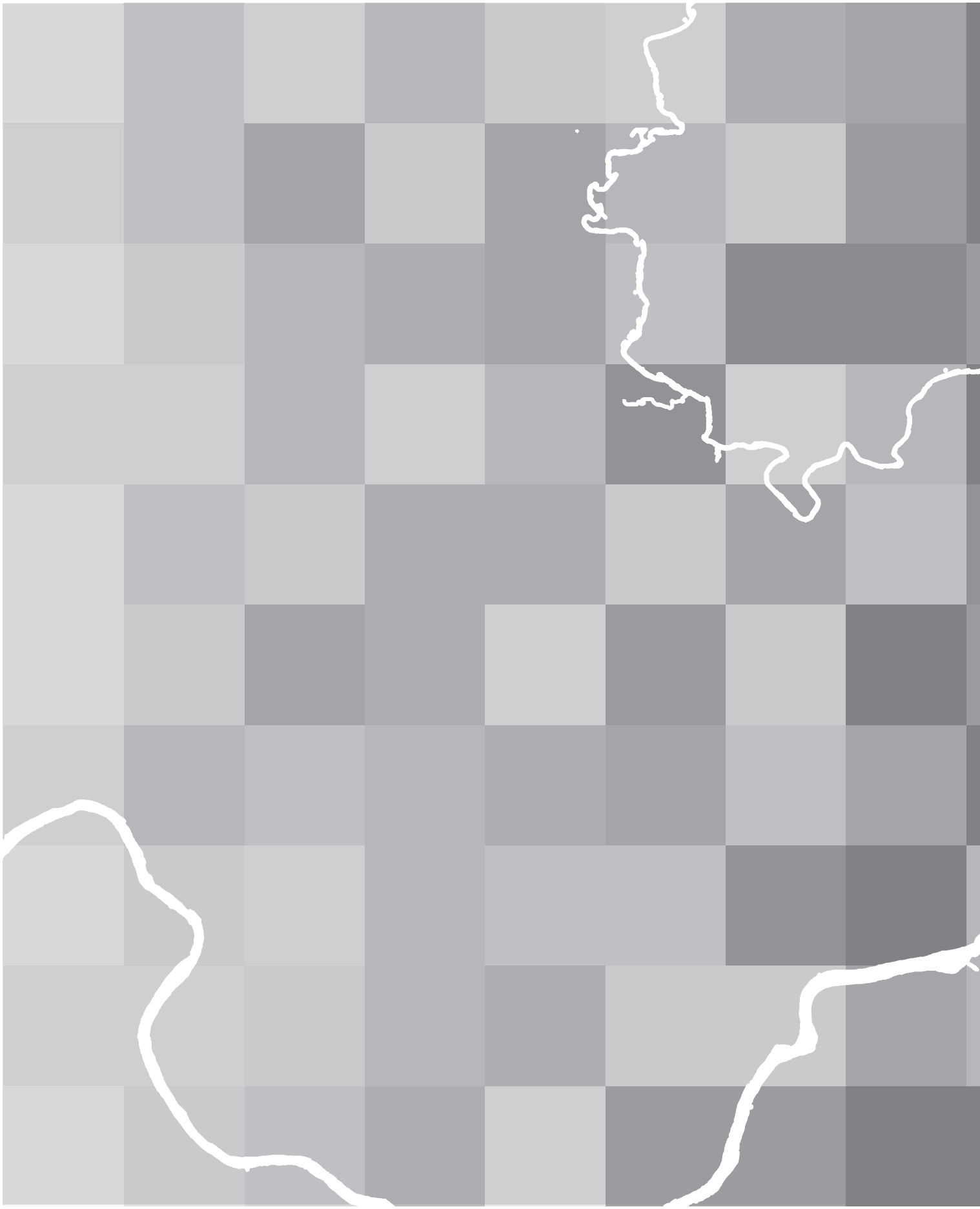
Treescape means the pattern of tree planting along a corridor or streetscape that is intended to create a sense of place, an aesthetic quality or a pleasant physical environment for walking, cycling or social activities.

Urban Growth Boundary means the boundary shown on Map 1 and Figure 1, beyond which urban uses will not be permitted. Generally, this map boundary separates the urban parts of our city from the rural parts of our city.

View corridor means the line of sight of a person, looking toward an object of significance to the community from a public place. Such objects could include such things as topographic features, significant stands of trees, historic buildings or landscapes, or prominent landmarks or structures. The view corridor is defined by a direction, a height, and a width.

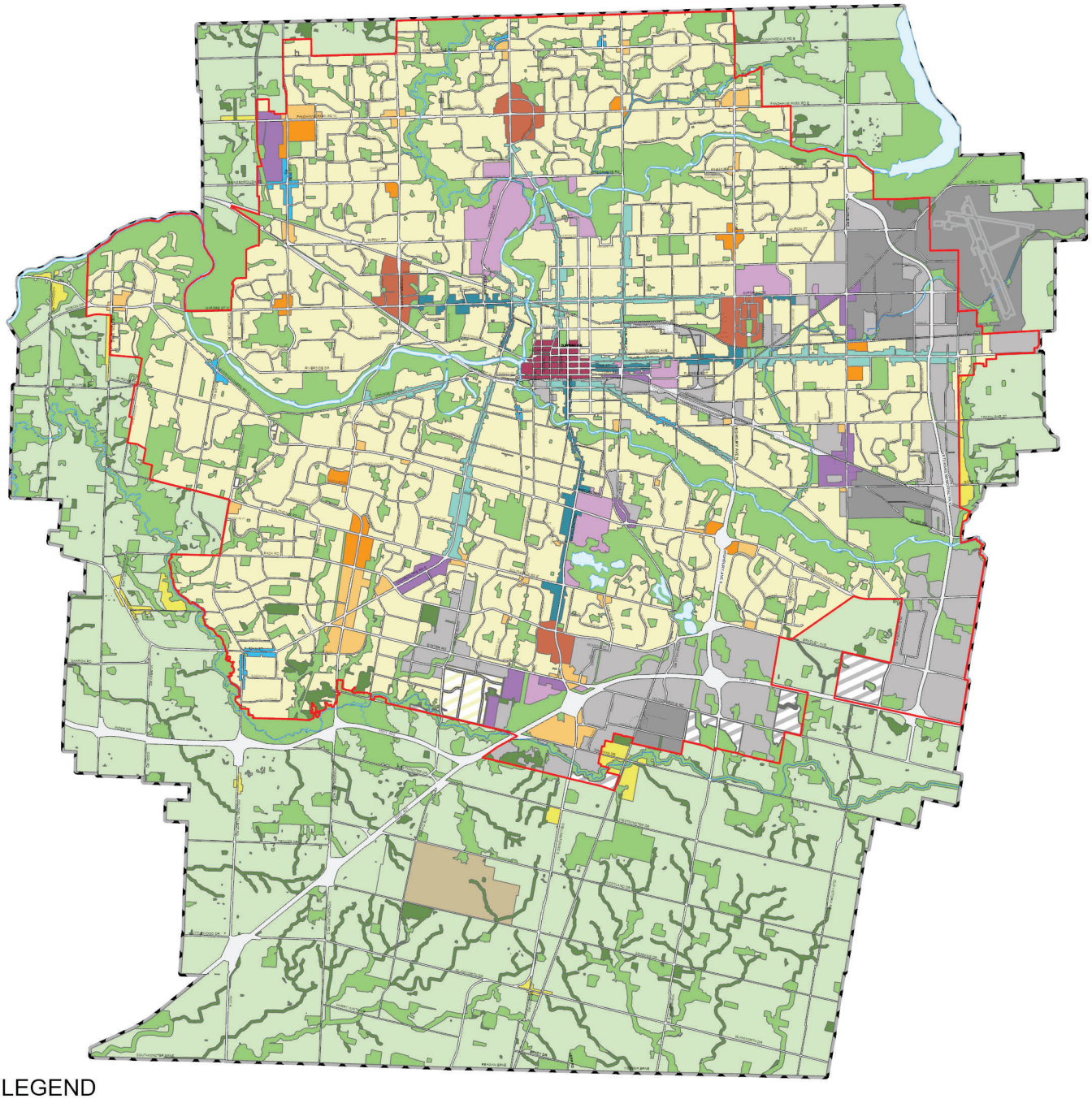
Watershed means an area that is drained by a river and its tributaries.

Wildland Fire Assessment and Mitigation Standards means the combination of risk assessment tools and environmentally appropriate mitigation measures identified by the Ministry of Northern Development, Mines, Natural Resources and Forestry to be incorporated into the design, construction and/or modification of buildings, structures, properties and/or communities to reduce the risk to public safety, infrastructure and property from wildland fire. *(OPA 78)*



APPENDIX 1 - MAPS

MAP 1 - PLACE TYPES



LEGEND

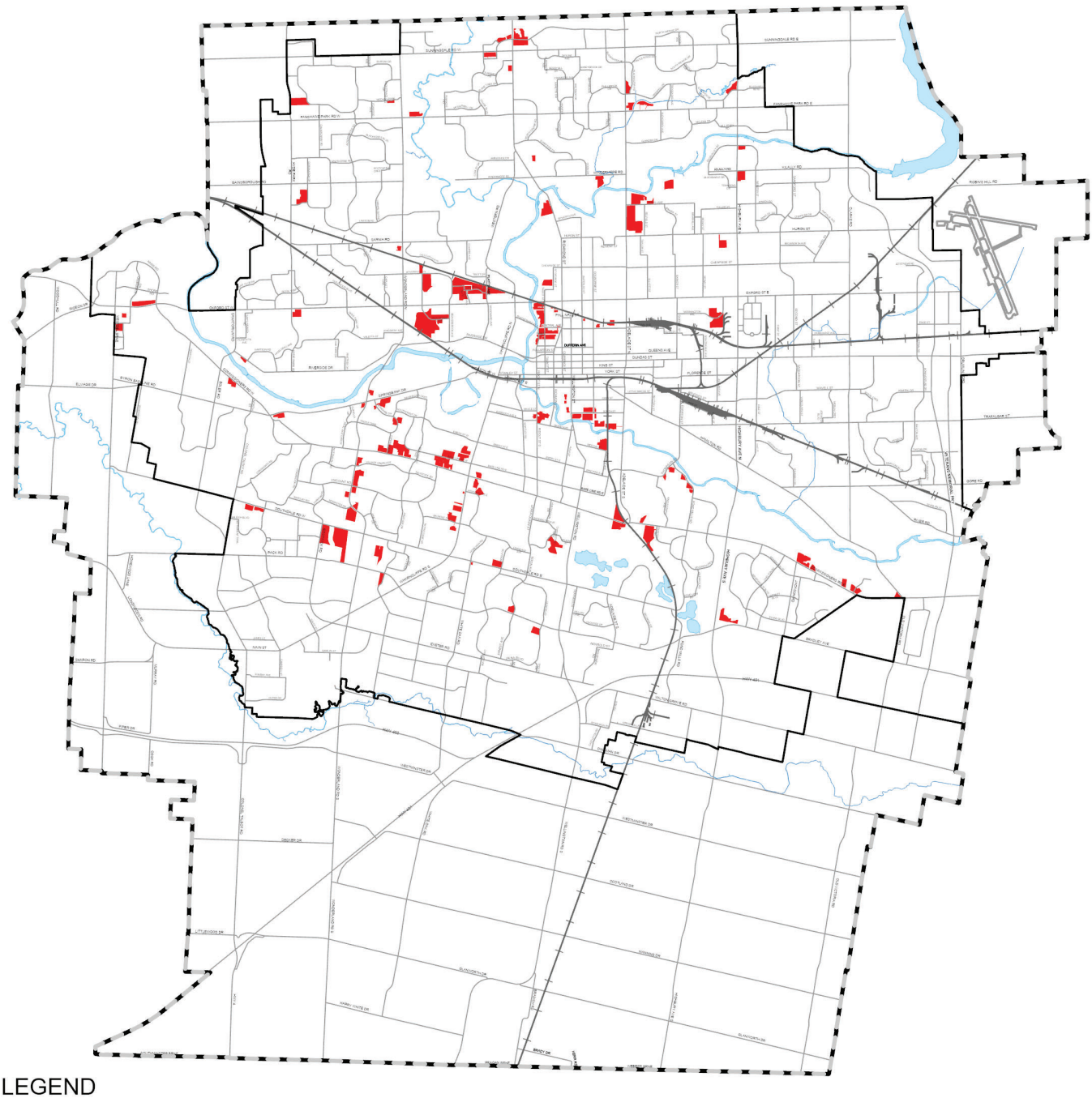
- Green Space
- Environmental Review
- Downtown
- Transit Village
- Rapid Transit Corridor
- Urban Corridor
- Shopping Area
- Major Shopping Area
- Main Street
- Neighbourhoods
- Institutional
- Heavy Industrial
- Light Industrial
- Commercial Industrial
- Future Community Growth
- Future Industrial Growth
- Farmland
- Rural Neighbourhoods
- Waste Management Resource Recovery Area
- Urban Growth Boundary

BASE MAP FEATURES

- Streets (See Map 3)
- Railways
- Water Courses/Ponds

0 1 1 2 3 4
Kilometers

MAP 2 - HIGH DENSITY RESIDENTIAL OVERLAY (FROM 1989 OFFICIAL PLAN)



LEGEND

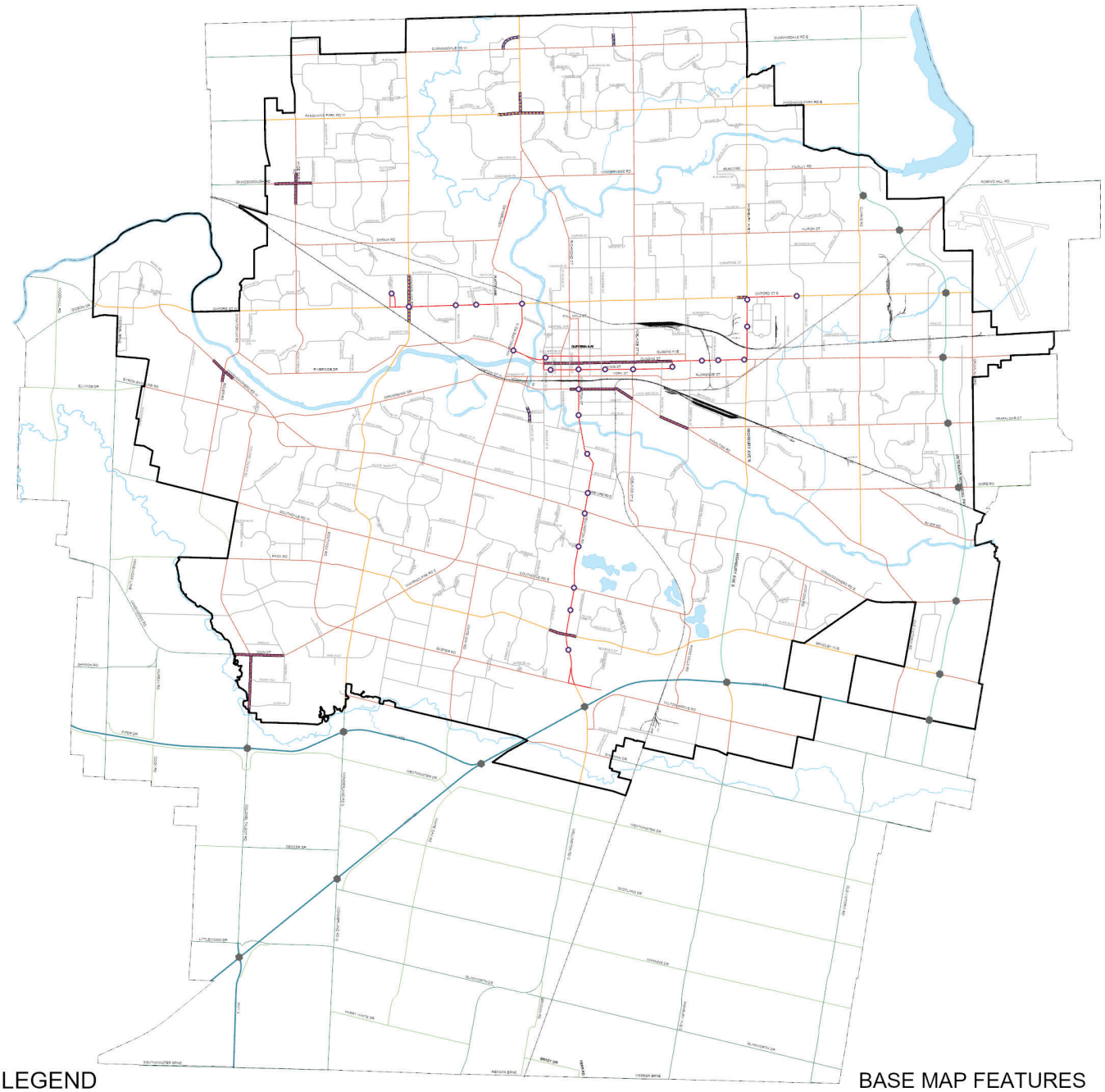
- High Density Residential Overlay (from the 1989 Official Plan)

BASE MAP FEATURES

- Streets (See Map 3)
- Railways
- Urban Growth Boundary
- Water Courses/Ponds

0 1 1 2 3 4
Kilometers

MAP 3 - STREET CLASSIFICATIONS



LEGEND

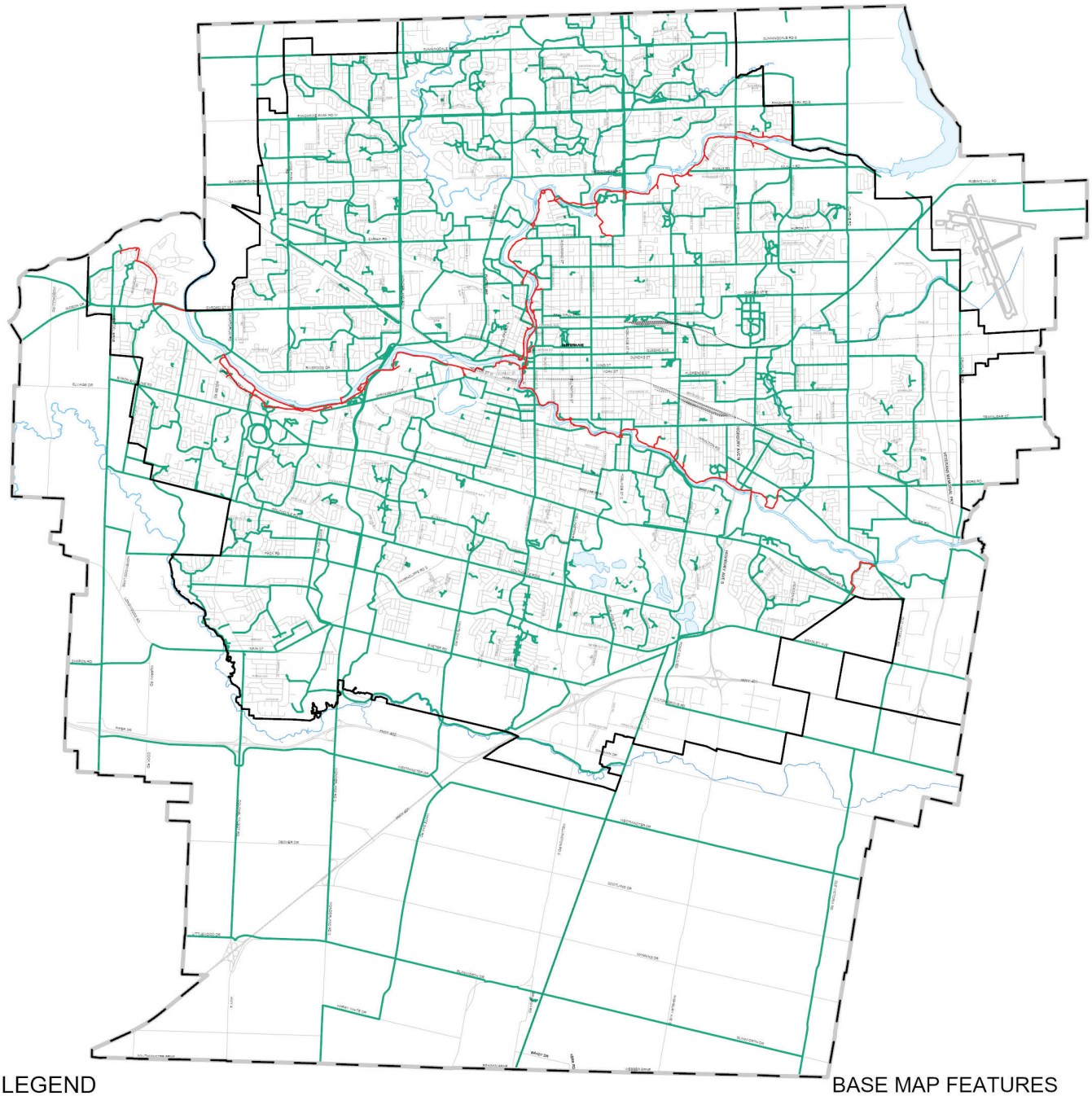
- Provincial Highway
- Expressway
- Urban Thoroughfare
- Rapid Transit Boulevard
- Civic Boulevard
- Main Street
- Neighbourhood Connector
- Rural Thoroughfare
- Rural Connector
- Interchanges
- Rapid Transit Stations

BASE MAP FEATURES

- Streets (See Map 3)
- Railways
- Water Courses/Ponds

0 1 1 2 3 4
Kilometers

MAP 4 - ACTIVE MOBILITY NETWORK



LEGEND

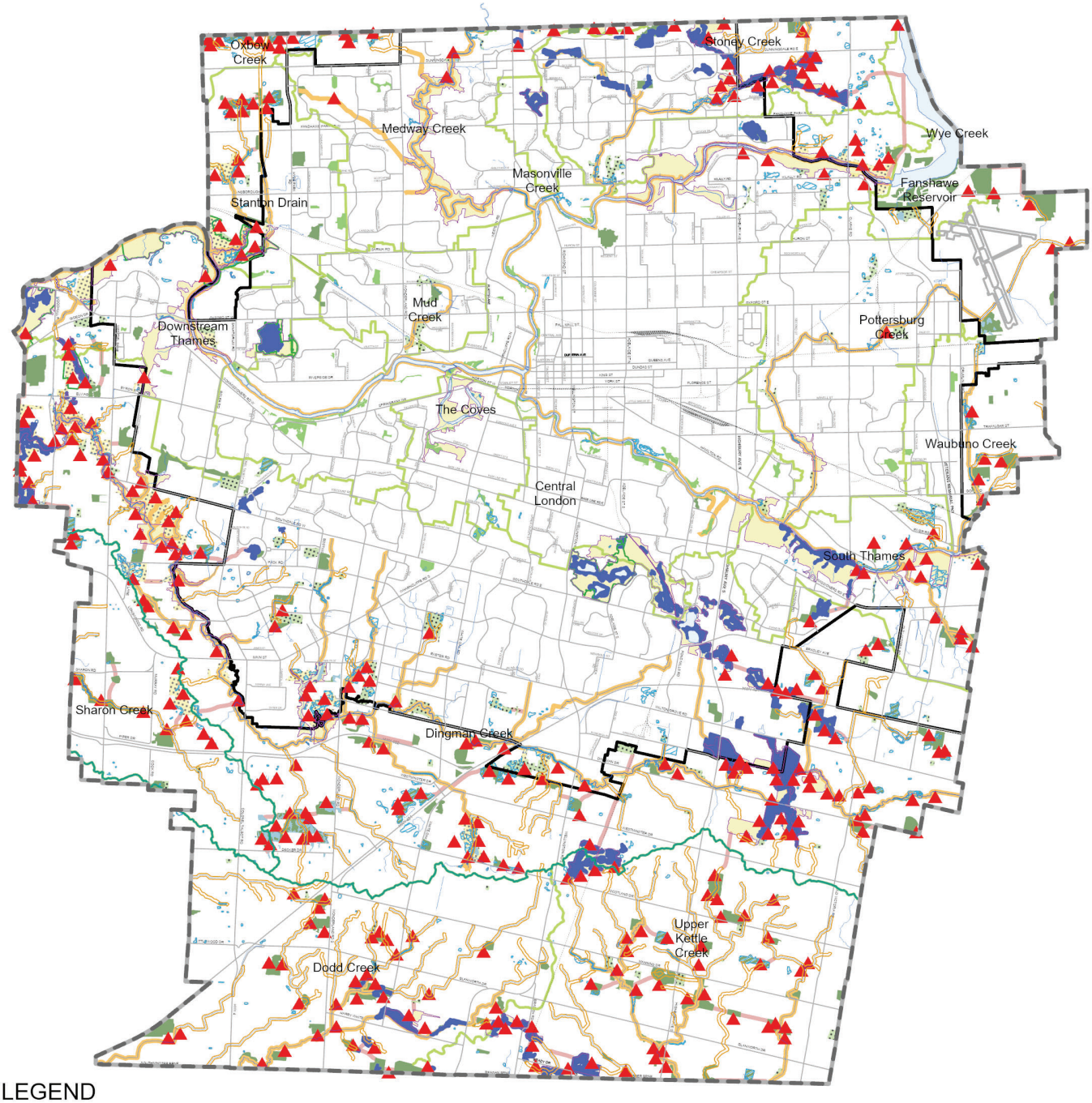
- Thames Valley Parkway
- Walking and Cycling Routes

BASE MAP FEATURES

- Streets (See Map 3)
- Railways
- Urban Growth Boundary
- Water Courses/Ponds

0 1 1 2 3 4
Kilometers

MAP 5 - NATURAL HERITAGE



LEGEND

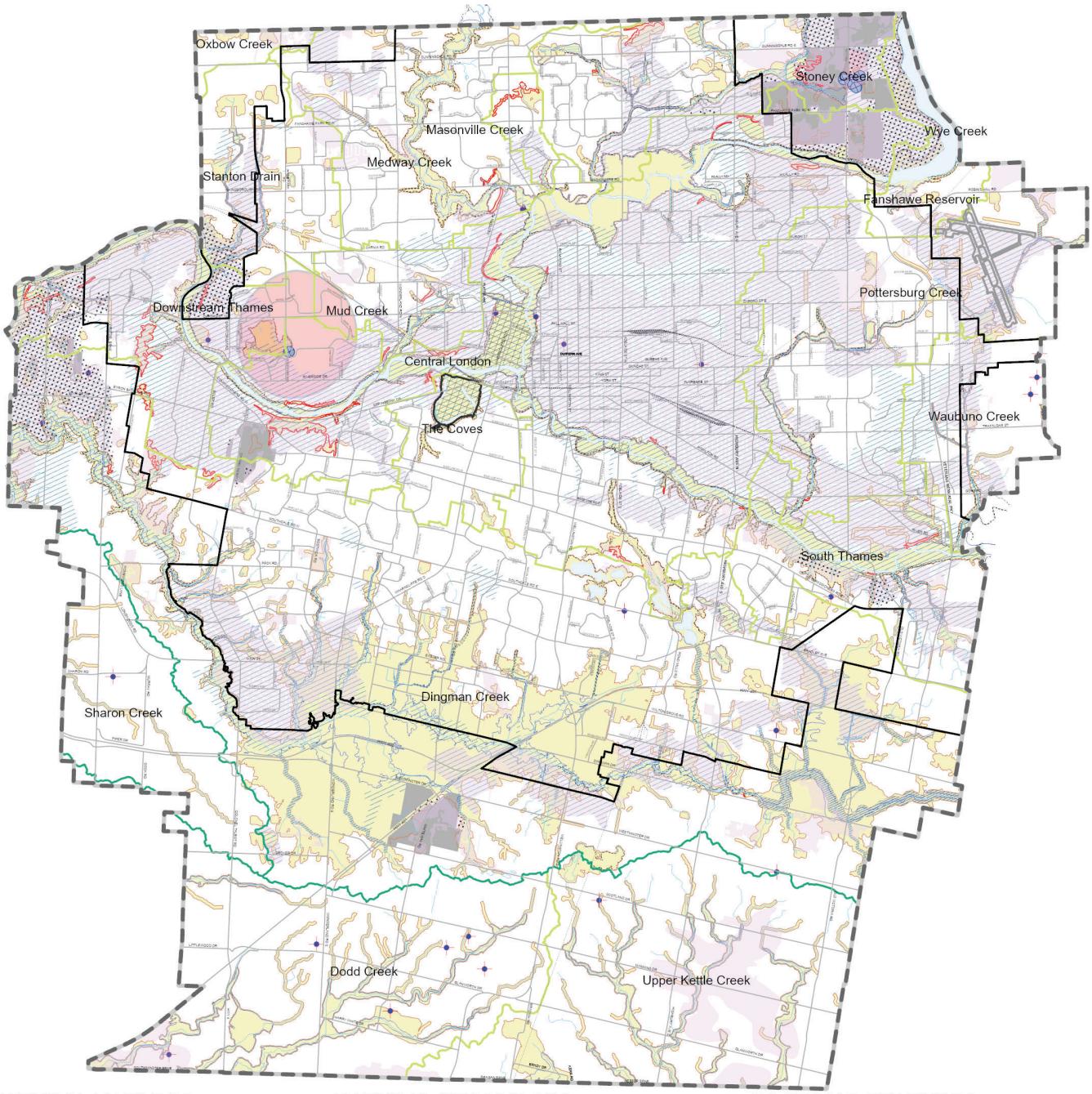
- Provincially Significant Wetlands
- Wetlands
- Unevaluated Wetlands
- Significant Woodlands
- Woodlands
- Significant Valleylands
- Valleylands
- Areas of Natural and Scientific Interest
- Environmentally Significant Areas (ESA)
- Potential ESAs
- Upland Corridors
- Potential Naturalization Areas
- Unevaluated Vegetation Patches

BASE MAP FEATURES

- Streets (See Map 3)
- Railways
- Urban Growth Boundary
- Water Courses/Ponds
- Conservation Authority Boundary
- Subwatershed Boundary
- Stoney Creek — Subwatershed Name

0 1 1 2 3 4
Kilometers

MAP 6 - HAZARDS AND NATURAL RESOURCES



NATURAL HAZARDS

- Regulatory Flood Line (see Note 1 and 2)
- Special Policy Areas
- Potential Special Policy Areas
- Riverine Erosion Hazard Limit for Confined Systems
- Riverine Erosion Hazard Limit for Unconfined Systems
- Maximum Hazard Line
- Conservation Authority Regulation Limit
- Abandoned Oil/Gas Wells

NATURAL RESOURCES

- Aggregate Resource Areas
- Extractive Industrial Areas
- Wellhead Protection Area
- Emergency Municipal Water Wells
- Significant Groundwater Recharge Areas
- Highly Vulnerable Aquifers

BASE MAP FEATURES

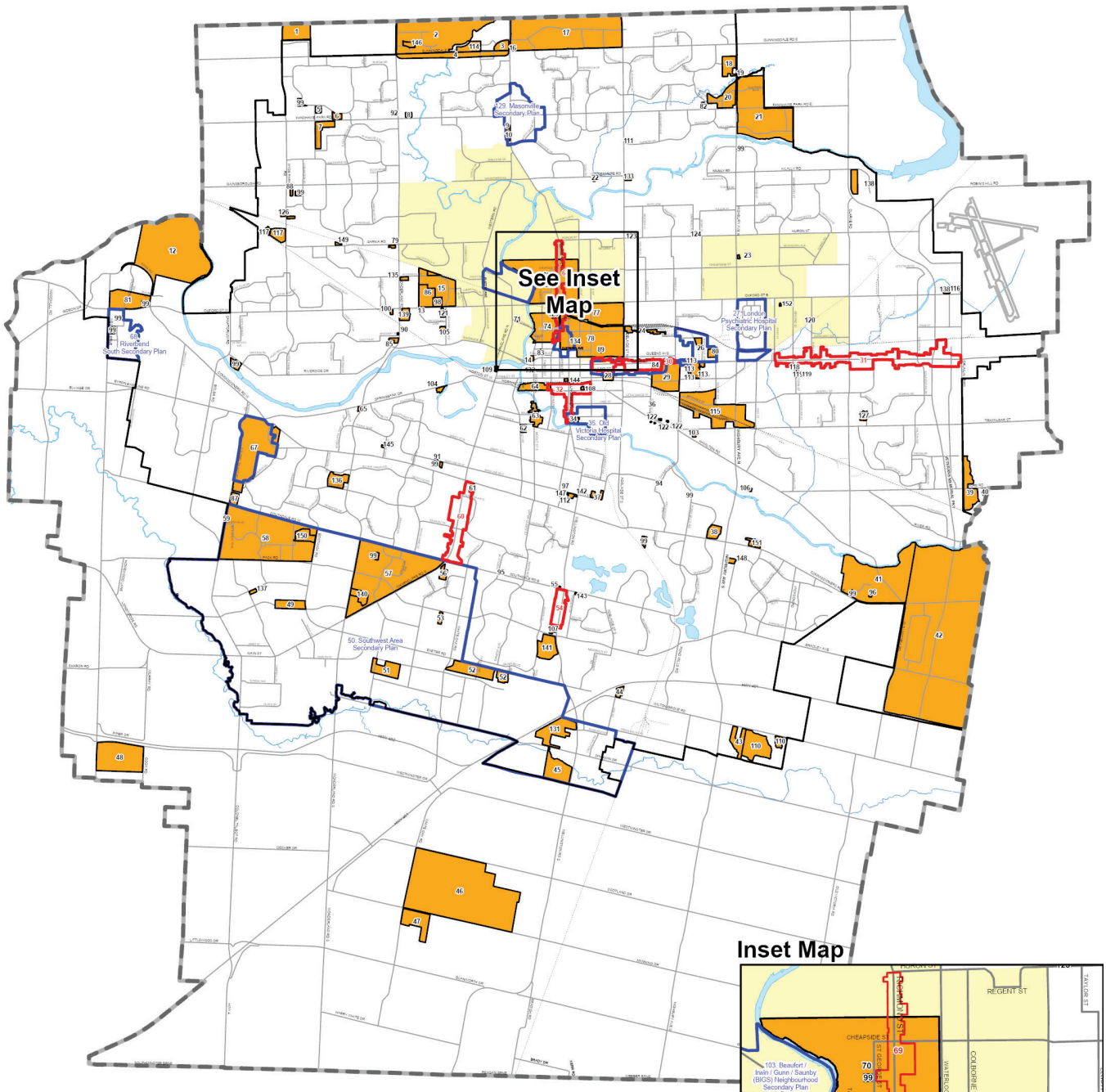
- Streets (See Map 3)
- Railways
- Urban Growth Boundary
- Water Courses/Ponds
- Conservation Authority Boundary
- Subwatershed Boundary
- Stoney Creek — Subwatershed Name

Note 1: Flood Lines shown on this map are approximate. The precise delineation of flood plain mapping is available from the Conservation Authority having jurisdiction

Note 2: Flood Fringe mapping for certain areas of the City is available from the Upper Thames Conservation Authority

0 1 1 2 3 4
Kilometers

MAP 7 - SPECIFIC POLICY AREAS



LEGEND

- Specific Policies
- Rapid Transit and Urban Corridor Specific-Segment Policies
- Near Campus Neighbourhood Area
- Secondary Plans

BASE MAP FEATURES

- Streets (See Map 3)
- Railways
- Urban Growth Boundary
- Water Courses/Ponds

MAP 7 - SPECIFIC POLICY AREAS (CONTINUED)

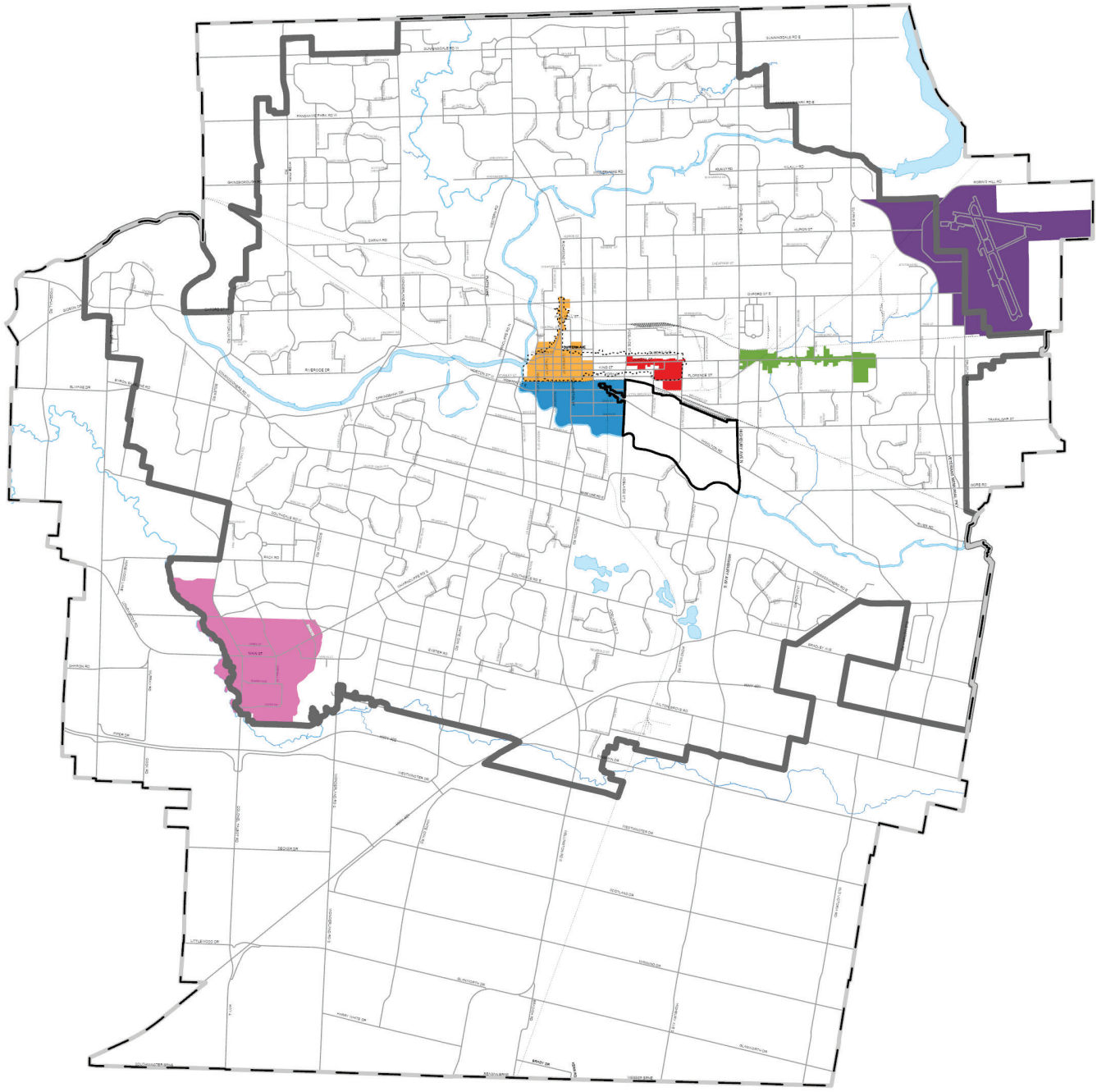
SPECIFIC POLICIES		
Map ID Number	Policy Name	Chapter Location
1	2701 Hyde Park Road	Farmland
2	Sunningdale North	Natural Heritage
3	Sunningdale North	Shopping Area
4	Sunningdale Road West between Richmond Street and Wonderland Road North	Our Tools - Acquisition and Disposition of Land
5	2825 Tokala Trail	Neighbourhoods
6	1055 Fanshawe Park Road	Neighbourhoods
7	1960 Dalmagarry Road, 669 and 705 Freeport Street	Neighbourhoods
8	545 Fanshawe Park Road West	Neighbourhoods
9	1643, 1649, and 1653 Richmond Street	Transit Village
10	Richmond Street – Old Masonville	Transit Village
11	1351 and 1357 Hyde Park Road	Main Street, Neighbourhoods
12	River Bend Phase 1 Lands	Neighbourhoods
13	450 Oxford Street West	Rapid Transit and Urban Corridors
14	435-451 Ridout Street North	Downtown
15	323 Oxford Street West, 92 Proudfoot Lane and 825 Proudfoot Lane	Neighbourhoods
16	2118 Richmond Street	Neighbourhoods
17	Uplands North	Neighbourhoods
18	2135, 2185, and 2225 Highbury Avenue North	Neighbourhoods
19	2156 Highbury Avenue North	Green Space, Farmland
20	1300 Fanshawe Park Road East	Shopping Area
21	Kilally North	Natural Resources
22	651 Windermere Road	Neighbourhoods
23	1192 Highbury Avenue North and 3 Mark Street	Neighbourhoods
24	Central Avenue, between Adelaide and Ontario Streets	Neighbourhoods
25	McCormick Area Secondary Plan	Secondary Plans
26	1111 Elias Street	Industrial
27	London Psychiatric Hospital Secondary Plan	Secondary Plans
28	York Street Corridor	Industrial
29	Western Fairgrounds	Institutional
30	Old East Village Specific-Segment	Rapid Transit and Urban Corridors
31	Dundas Street Specific-Segment	Rapid Transit and Urban Corridors
32	SoHo Specific-Segment	Rapid Transit and Urban Corridors
33	South Street and Waterloo Street	Neighbourhoods
34	Wellington Street and South Street	Rapid Transit and Urban Corridors
35	Old Victoria Hospital Secondary Plan	Secondary Plans
36	176 and 184 Rectory Street	Neighbourhoods
37	Baseline Office Area	Institutional
38	1200 Commissioners Road East	Shopping Area
39	Crumlin/Gore Road	Rural Neighbourhoods

SPECIFIC POLICIES		
Map ID Number	Policy Name	Chapter Location
40	3345 Gore Road	Farmland
41	Old Victoria Community	Neighbourhoods
42	Airport Road South Innovation Park	Industrial
43	1497 and 1543 Wilton Grove Road	Green Space, Future Growth
44	920 Wilton Grove Road	Industrial
45	4645 Wellington Road South	Industrial
46	The W12A Landfill Site	Waste Management Resource Recovery Area
47	6100 White Oak Road	Green Space, Farmland
48	5067 and 5221 Cook Road	Farmland
49	3725 Bostwick Road	Neighbourhoods
50	Southwest Area Secondary Plan	Secondary Plans
51	4585 Blakie Road	Neighbourhoods
52	Exeter/White Oak Lands	Industrial
53	3425 Roe Street	Industrial
54	Wellington Road Specific-Segment	Rapid Transit and Urban Corridors
55	827 Nadine Avenue	Neighbourhoods
56	940 and 956 Wharncliffe Road South	Industrial
57	Bostwick East	Neighbourhoods
58	North Talbot Community	Neighbourhoods
59	3100 Colonel Talbot Road	Neighbourhoods
60	Wharncliffe Road South Specific-Segment	Rapid Transit and Urban Corridors
61	9 and 11 Commissioners Road East	Neighbourhoods
62	165 Elmwood Avenue East	Green Space
63	37 – 95 and 20 – 100 Ridout Street South	Neighbourhoods
64	Horton Street Corridor West	Industrial
65	598 – 608 Springbank Drive	Neighbourhoods
66	Byron Gravel Pits	Future Growth
67	Byron Gravel Pits and Adjacent Lands	Natural Resources
68	Riverbend South Secondary Plan	Secondary Plans
69	Old North Richmond Street Specific-Segment	Rapid Transit and Urban Corridors
70	St. George/Grosvenor Neighbourhood	Neighbourhoods
71	75 Blackfriars Street	Neighbourhoods
72	180 Ann Street	Neighbourhoods
73	180 Mill Street	Neighbourhoods
74	Talbot Mixed-Use Area	Neighbourhoods
75	Richmond Row Specific-Segment	Rapid Transit and Urban Corridors
76	733 – 747 Waterloo Street	Neighbourhoods
77	Piccadilly Area Neighbourhood	Neighbourhoods
78	Woodfield Neighbourhood	Neighbourhoods
79	520 Sarnia Road	Neighbourhoods
80	1156 Dundas Street	Neighbourhoods
81	River Bend West Five Lands	Shopping Area, Neighbourhoods

SPECIFIC POLICIES		
Map ID Number	Policy Name	Chapter Location
82	1150 Fanshawe Park Rd E	Neighbourhoods
83	100 Fullarton St, 475-501 Talbot St, 93-95 Dufferin Ave	Downtown
84	809 Dundas Street	Rapid Transit and Urban Corridors
85	556 Wonderland Road North	Neighbourhoods
86	Mud Creek EA	Green Space, Rapid Transit and Urban Corridors, Neighbourhoods
87	952 Southdale Rd W	Neighbourhoods
88	1018 and 1028 Gainsborough Rd	Neighbourhoods
89	464-466 Dufferin Ave and 499 Maitland St	Neighbourhoods
90	584-588 Wonderland Rd N	Neighbourhoods
91	122 Base Line Rd W	Neighbourhoods
92	1761 Wonderland Rd N	Shopping Area
93	467-469 Dufferin Ave	Neighbourhoods
94	403 Thompson Rd	Neighbourhoods
95	400 Southdale Rd E	Neighbourhoods
96	1938 and 1964 Commissioners Rd E	Neighbourhoods
97	345 Sylvan St	Neighbourhoods
98	415 Oxford St W	Neighbourhoods
99	Site Specific Policies in the HDR Overlay	Neighbourhoods
100	600 Oxford Street West	Transit Village
101	Beaufort / Irwin / Gunn / Saunby (BIGS) Neighbourhood Secondary Plan	Secondary Plans
102	Old East Village Dundas Street Corridor Secondary Plan	Secondary Plans
103	18 Elm Street	Neighbourhoods
104	250-272 Springbank Drive	Rapid Transit and Urban Corridors
105	604 Beaverbrook Avenue	Neighbourhoods
106	21-41 Meadowlily Road	Neighbourhoods
107	1067, 1069, and 1071 Wellington Road	Transit Village
108	240 Waterloo Street and 358 Horton Street East	Rapid Transit and Urban Corridors
109	21 Wharncliffe Road South	Neighbourhoods
110	1577 and 1687 Wilton Grove Road	Industrial
111	1448 Adelaide Street North	Neighbourhoods
112	633, 635, 637, 645, 649, 651, and 655 Base Line Road East	Neighbourhoods
113	100, 335, and 353 Kellogg Lane; 1063, 1080, 1097, and 1127 Dundas Street; and 1151 York Street	Industrial, Neighbourhoods, and Rapid Transit and Urban Corridors
114	379 Sunningdale Road West	Neighbourhoods
115	Brydges Street Area	Industrial
116	2150 Oxford Street East	Industrial
117	1176, 1200, and 1230 Hyde Park Road	Neighbourhoods
118	335-385 Saskatoon Street	Neighbourhoods
119	340-390 Saskatoon Street	Neighbourhoods

SPECIFIC POLICIES		
Map ID Number	Policy Name	Chapter Location
120	585 Third Street	Neighbourhoods
121	676-700 Beaverbrook Avenue and 356 Oxford Street	Rapid Transit and Urban Corridors
122	Hamilton Road Main Street Area	Neighbourhoods
123	644-646 Huron Street	Neighbourhoods
124	1176, 1180, 1182, and 1186 Huron Street and 294 Briarhill Avenue	Neighbourhoods
125	175-197 Ann Street and 84-86 St. George Street	Neighbourhoods
126	1364-1408 Hyde Park Road	Neighbourhoods
127	1958 Duluth Crescent	Neighbourhoods
128	610-620 Beaverbrook Avenue	Neighbourhoods
129	Masonville Secondary Plan	Secondary Plans
130	Victoria Park Secondary Plan	Secondary Plans
131	3055 Dingman Drive / Roxburgh Road & 4313 Wellington Road South	Shopping Area
132	50 King Street & 399 Ridout Street	Downtown
133	1310 Adelaide Street North and 795 Windermere Road	Green Space
134	300 and 306 Princess Avenue	Neighbourhoods
135	735 Wonderland Road North	Transit Village
136	755, 785, 815 Wonderland Road South	Shopping Area
137	6555 and 6595 Royal Magnolia Avenue	Neighbourhoods
138	2331 Kilally Road ans 1588 Clarke Road	Neighbourhoods
139	530 Oxford Street West	Transit Village
140	3392 Wonderland Road South	Neighbourhoods and Shopping Area
141	1105 Wellington Road	Transit Village
142	359 Wellington Road and 657 Base Line Road East	Rapid Transit Corridor
143	757 Southdale Road East	Neighbourhoods
144	267 York Street	Downtown
145	539 and 543 Topping Lane	Neighbourhoods
146	465 Sunningdale Road West	Neighbourhoods
147	629 Base Line Road East	Neighbourhoods
148	1620 Evans Boulevard	Neighbourhoods
149	801 Sarnia Road	Neighbourhoods
150	3095 Bostwick Road	Neighbourhoods
151	168 Meadowlily Road South	Neighbourhoods
152	35 Jim Ashton Street	Neighbourhoods
153	743 Richmond Street	Rapid Transit and Urban Corridors

MAP 8 - COMMUNITY IMPROVEMENT PROJECT AREAS



LEGEND

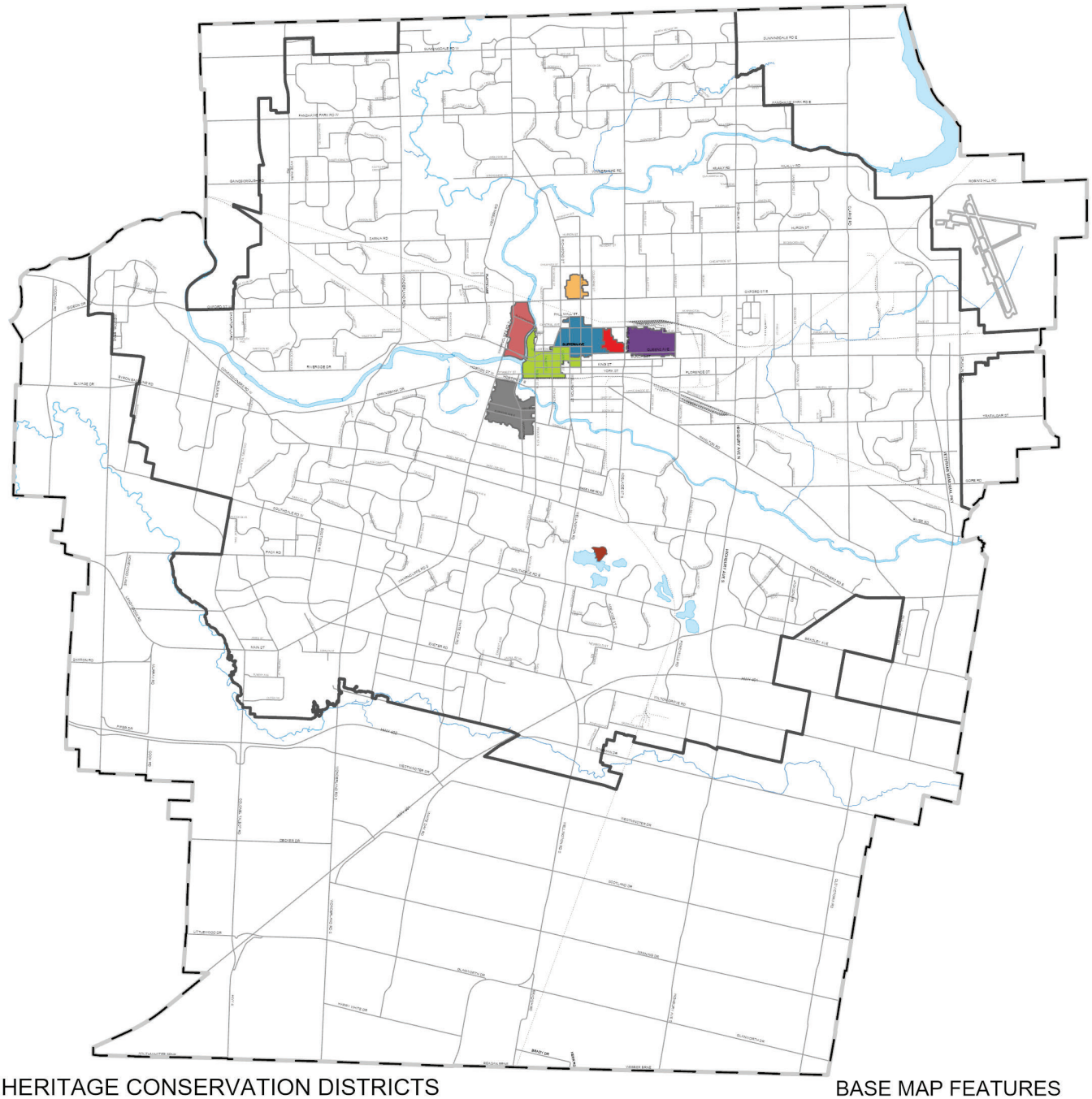
- Airport Road CIP
- Argyle Core Area CIP
- Core Area CIP
- Downtown CIP
- Hamilton Road CIP
- Lambeth CIP
- Old East Village CIP
- SOHO CIP

BASE MAP FEATURES

- Streets (See Map 3)
- Railways
- Urban Growth Boundary
- Water Courses/Ponds

0 1 1 2 3 4
Kilometers

MAP 9 - HERITAGE CONSERVATION DISTRICTS AND CULTURAL HERITAGE LANDSCAPES



HERITAGE CONSERVATION DISTRICTS

- Bishop Helmuth Heritage Conservation District (2003)
- Blackfriars/Petersville Heritage Conservation District (2015)
- Downtown Heritage Conservation District (2012)
- Old East Village Heritage Conservation District (2006)
- East Woodfield Heritage Conservation District (1993)
- West Woodfield Heritage Conservation District (2008)
- Wortley Village - Old South Heritage Conservation District (2015)

Cultural Heritage Landscapes

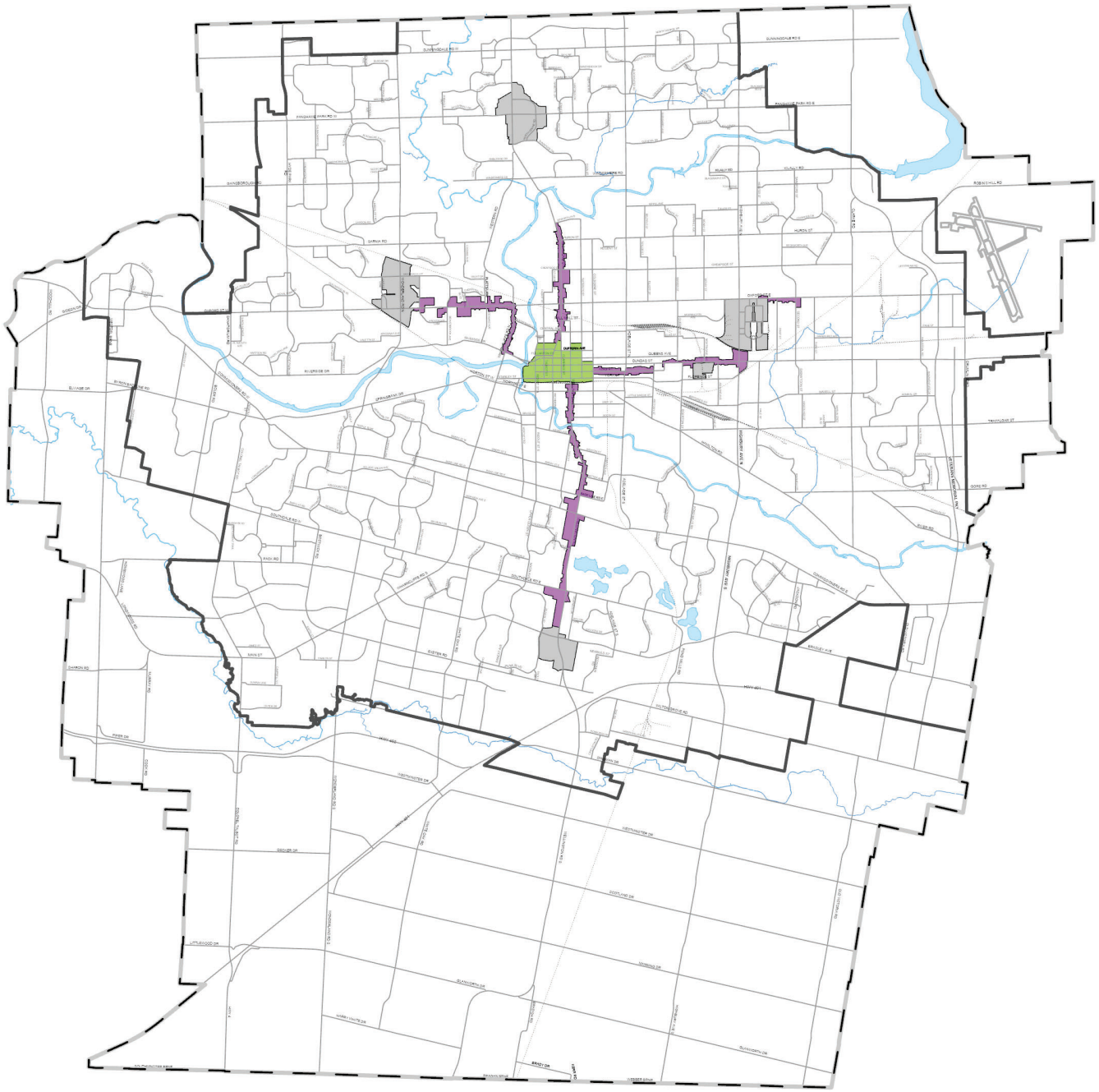
- Western Counties Health and Occupation Centre Grounds

BASE MAP FEATURES

- Streets (See Map 3)
- Railways
- Urban Growth Boundary
- Water Courses/Ponds

0 1 1 2 3 4
Kilometers

MAP 10 – PROTECTED MAJOR TRANSIT STATION AREAS *(OPA 30)*



LEGEND

- Downtown Protected Major Transit Station Area
- Rapid Transit Protected Major Transit Station Area
- Transit Village Protected Major Transit Station Area

BASE MAP FEATURES

- Streets (See Map 3)
- Railways
- Urban Growth Boundar
- Water Courses/Ponds

0 1 1 2 3 4
Kilometers